

ATLANTIC FISHERMAN

APRIL
1952

SERVING ATLANTIC COAST • GULF OF MEXICO • GREAT LAKES



Columbian's grading and inspection plant at Cebu.

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... from fibre to you

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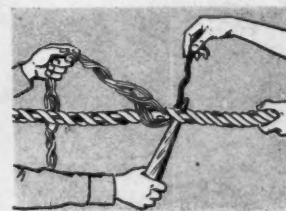
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AUBURN "The Cordage City", N. Y.

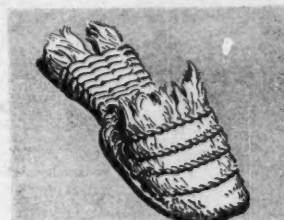
Red
White
Blue



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Boston Office and Warehouse

38 Commercial Wharf

STRANDED VESSEL RESCUED BY "SEEING-EYE" BOAT!



ORCHIDS TO CAPTAIN HUBERT URSICH OF THE TUNA CLIPPER "ST. FRANCIS" OUT OF SAN DIEGO FOR HIS RESOURCEFULNESS IN RESCUING THE STRANDED "LADY ANN" FROM A SHOAL IN ALMAJOS BAY ON THE MEXICAN COAST.

IN RESPONSE TO RADIO CONTACT CAPTAIN URSICH DETERMINED THAT THE "LADY ANN" WAS DEFINITELY STRANDED AND COULD NOT BE TOWED TO DEEP WATER.

HOWEVER, WITH THE AID OF HIS SPEED BOAT AND HIS BENDIX DEPTH RECORDER, CAPTAIN URSICH LOCATED A CHANNEL WHICH THE "LADY ANN" COULD PASS AT HIGH TIDE. THIS SHE DID WITH ONLY THE ASSISTANCE OF HER ANCHOR AND ENGINE.

CAPTAIN URSICH'S REPORT OF THE INCIDENT SAYS: "IT WAS AGREED BY ALL CONCERNED THAT THE BENDIX DEPTH RECORDER WAS RESPONSIBLE FOR REMOVING THIS VESSEL WITH NO APPARENT DAMAGE."

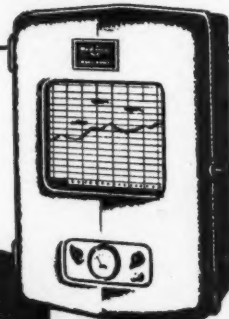
FISHERMEN ARE ALWAYS SURE WITH A BENDIX



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Pacific Division

NORTH HOLLYWOOD, CALIF.



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...and their
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Atlas Diesels power all six of these draggers—heavy-duty Model 38 Atlas Marine Engines which develop approximately 100 horsepower and which are noted for their low fuel consumption and maintenance costs.

Although they are just 58 feet long, and slightly over 16 feet at the beam, they made the long ocean voyage without any mechanical trouble or mishap despite the rough weather encountered. On arrival at their final destination they were ready for service.

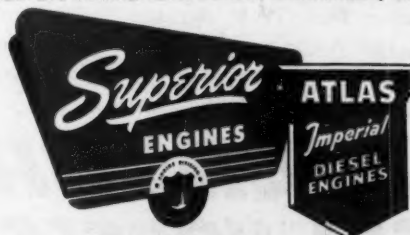
These boats will be subjected to rough treatment, and they have already demonstrated their ability to take it. The performance of their engines is proof that Atlas Marine Diesels can take it, too.

That extra stamina is built into all Superior and Atlas

Diesels built for marine service. Construction and application details are contained in a series of new Atlas and Superior Marine Diesel Bulletins. Tell us your engine requirements so that we can furnish full information.

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DUAL FUEL ENGINES
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net for salmon in the Naselle
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Write for fully illustrated literature on the 4 versatile Johnsons for 1952—ranging from 3 hp to 25 hp. A size for every outboard need!

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Editorial

Opportunity for Selling More Fish

The production of fresh and frozen packaged fish in the United States during 1951 totalled 205 million pounds, an increase of 7 percent over 1950. Groundfish fillet output was 148 million lbs., an increase of 12 million over the previous year. The increase was virtually all accounted for by rosefish, since the production of cod, cusk, haddock, hake and pollock fillets was practically at the 1950 levels.

Imports of groundfish fillets amounted to 87 million pounds in 1951, compared to 65 million in 1950. Therefore, between domestic production and imports, there was a total of 235 million of cod, cusk, haddock, hake and pollock fillets available for consumption, an increase of 34 million over 1950.

According to reports on cold storage holdings, it is apparent that the market is absorbing practically all of this supply, both domestic and foreign. On April, 1 the only significant increases in fillet holdings over a year ago were an added 2 million pounds of rosefish and a million more pounds of pollock.

It is clearly evident that the market for fish in the United States is expanding, and all indications point to a continued growth. Through the advertising and promotional efforts by various industry organizations, real progress is being made in popularizing fish and shellfish.

Commenting on observations made during a recent trip through the South and Middle-West, Richard E. Reed, executive secretary of the Maine Sardine Industry, stated that the industry's 25 cents a case tax-financed advertising and merchandising campaign was being felt in the various markets, but that a lot of missionary work must be done before it reaches top efficiency.

"The fact that such large and active markets have been built up and maintained over the years, with practically no merchandising and advertising, surely indicates that the sardine industry's new development program has promising possibilities," he said.

The 11½ pound per capita annual consumption of fish in the United States still is low compared to other leading fish producing and consuming nations. For example, it is 12.7 pounds in Canada, 14.8 in France, 29.9 in the United Kingdom, 46.7 in Norway and 83.3 in Japan.

With the annual per capita consumption of fish in this country at less than 12 pounds per year, there is a challenging opportunity for increasing fish sales. An additional one-half pound consumption per person per year, for instance, would create a market for another 80 million pounds, which is nearly equivalent to the total amount of imported fillets last year.

The spectacular development of the frozen food industry has greatly stimulated sales of frozen seafood. The expansion of frozen food distributing and merchandising facilities, and the increased use of home freezers have brought seafood within reach of countless additional consumers.

A recent survey by "Progressive Farmer" showed that in rural areas of Alabama, sales of frozen fish exceed those of frozen fruits and vegetables. Of the families surveyed, 26.8% buy frozen fish, compared with 22.8% who use frozen vegetables, and 17.2% who purchase frozen fruits.

A greater appreciation for the need and value of advertising and modern merchandising is developing in the fishing industry. In order to fully capitalize on the natural advantages that fish enjoys as a delicious and nutritious food, there must be concerted advertising by all segments of the industry. By means of such a program, it will be possible for the industry to sell all of the quality fish and shellfish that it can produce.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Serving the Commercial Fishing Industry on
Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXIII

APRIL 1952

NO. 3

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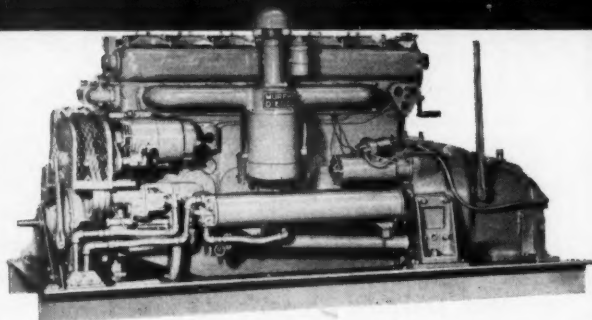
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operation . . . better response

because it has UNIT FUEL INJECTION



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216

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Sounding-Lead

Marketing bill introduced by Senator Saltonstall of Massachusetts proposes use of \$3,000,000 annually to encourage domestic consumption of surplus fishery products and to finance their distribution. A third of proposed annual expenditure would go toward research and promotional programs to develop and increase markets for fishery products. Remainder would be used to buy up fish surpluses and distribute them through Federal, State and private relief channels.

The money would be drawn from funds of Agriculture Department from tariff income sources, but program would be administered by Interior Department. Agriculture Department's tariff funds heretofore have been diverted solely to promotion and distribution of farm products. Saltonstall measure specifically prohibits use of any of the money for purchases of foreign-produced fish products.

Heavy supplies of edible fishery products during second quarter of 1952 will cause unsettled markets despite high level of business activity, according to Quarterly Outlook Report released by Fish and Wildlife Service. Report predicts weak market for by-products, fish oils and fish-liver oils, but active market for fish meal.

A firm or fairly firm market is predicted for such salt-water fish as cod, haddock, halibut, and mackerel. Steady, or fairly steady, markets are predicted for clams, spiny lobsters, and scallops, but unsettled markets for crabs, lobster and shrimp. A strong market is forecast for canned salmon. Canned tuna and oysters face unsettled market conditions.

Exports are expected to be at a lower level than in second quarter of 1951, while importations of fishery products will continue at very high level.

Shellfish research program of Fish & Wildlife Service was presented to Oyster Institute's Government Relations Committee at meeting held in Washington on March 5, by Dr. Lionel A. Walford and Paul Thompson. Dr. Walford pointed out that research program of Service was continuation of plans developed by means of series of conferences between industry and Service research workers in 1949 and 1950. He showed that approximately \$290,000 was being spent by Federal and State authorities for oyster research, although total value of industry in 1949 to producer was \$27,000,000. This amount is about 1% of value of industry and is considerably lower than is practice in most private industries.

Clam research program also was covered by Mr. Thompson, who pointed out that this program was for five years only and would be terminated unless there was some interest shown in its continuation. The committee felt that concerted effort should be made to have clam studies continued since a cessation now would mean considerable waste of effort, particularly on projects which had not been completed.

Four major problems facing industry, as agreed upon at general meeting in 1950 of all research workers in Fish & Wildlife Service with a number of industry representatives, are: (1) What is the relation between variables of the environment and survival and quality of oysters? (2) What strains of oysters should be cultivated for particular predetermined purposes? (3) How can predators and diseases of oysters be controlled? (4) What is the optimum intensity of fishing on public bars? Government Relations Committee agreed that same problems were still of pressing importance and urged that research be carried out looking toward answering of these questions.

Cold storage holdings of frozen fish and shellfish on April 1 were 113,499,000 lbs. compared to 96,367,000 lbs. on the same date last year. Total stocks of shellfish varieties were off a million pounds, with shrimp holding steady at 19 million.

Largest increase in holdings was shown by headed and gutted whiting which jumped from 1,403,000 to 7,517,000 lbs. Ocean perch fillet holdings increased about 25 percent to 10,241,000 lbs. Cod fillet stocks of 5,736,000 lbs. and haddock fillets at 6,833,000 stood at the same level as a year ago.

Faced with gluts of fish from time to time because of heavy landings of their own fleet plus large imports of same species from Belgium, Denmark, France, Germany, Iceland, Netherlands, Norway, Sweden and Poland, Britain decided to try to do something about it. Governments listed above were invited to conference in London in January and for 10 days considered problem.

Apparently all agreed that there is no sense in demoralizing fish market in England by wasting food fish, and consequent depressed prices that injure domestic industry as well as foreign exporters. It was agreed to form a committee composed of one representative from each country wishing to take part, and that said committee would be called together if glut should threaten market to consider what measures might be taken to restore stability. Delegates decided to recommend this proposal to their respective Governments.

Territorial jurisdiction of Iceland has been extended to 4 miles offshore. Straight base lines of delimited zone are drawn from outermost points of coasts, islands and rocks, and across openings of bays. All trawling and Danish seine netting, as well as all other foreign fishing activities, are prohibited within this 4-mile zone. Icelandic action is result of recent decision of International Court at Hague in Anglo-Norwegian case.

Fishery pension bills which have been introduced in Congress include two measures designed to extend coverage under Federal Old-Age and Survivors Insurance System in fishing industry. Bills are intended to change situation wherein owners of boats of less than ten net tons in fishery industry are eligible under Federal Social Security regulations, whereas their employees on these boats are not eligible.

Another bill which has been introduced in the House would change Social Security Act to permit self-employed persons to decline Old-Age and Survivors Insurance coverage.

Inland waterway toll charges are provided under bill introduced in Senate. Such charges would be established by Interstate Commerce Commission for use of inland navigable waters on which U. S. Government is expending funds for dredging and other improvements. Great Lakes and rivers carrying foreign commerce would be excluded. Pleasure craft are exempted, but it is presumed that term "commercial" would include all types of fishing boats and vessels that benefit by use of these waterways.

North Atlantic Section of Atlantic States Marine Fisheries Commission met March 10 in Boston, and lobsters, clams, haddock and frozen seafood products were principal topics of discussion. Francis W. Sargent of Orleans, director of Massachusetts Division of Marine Fisheries, was chairman of meeting, which was attended by legislators, conservation officials, scientists and New England Commission members representing both labor and management.

One of most important matters before Commission was discussion regarding when other New England States expect to adopt legislation increasing legal size of lobsters. Both Canadian government and State of New York have now adopted legislation similar to that enacted by Massachusetts.

Elected to membership on the House Merchant Marine and Fisheries Committee recently was Congressman Earl Chudoff of Pennsylvania. This makes the fourth new addition to that Committee in recent weeks, the other three being: William K. Van Pelt of Wisconsin; Clifford G. McIntire of Maine; and Karl C. King, of Pennsylvania.

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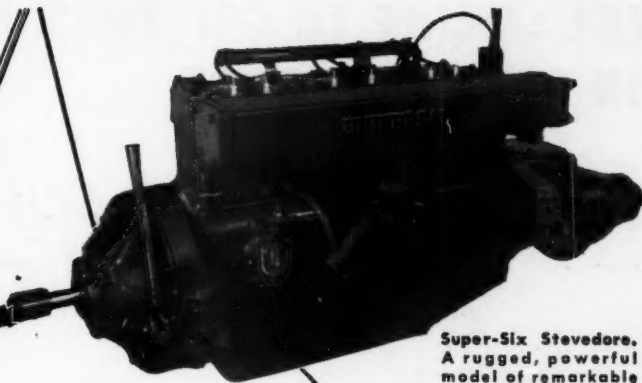
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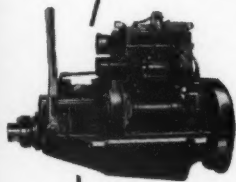
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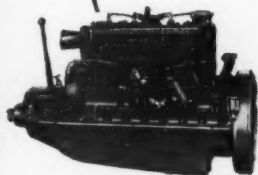
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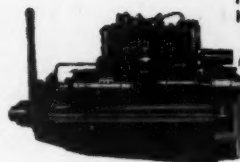
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Such Refinements Have Increased Value of Direction Finders, Loran and Radar as Aids to Navigation and Safety at Sea*

THE Coast Guard, other Government agencies, the marine industry, and the radio equipment manufacturers are constantly trying to solve the day-to-day problems of the mariner by improvements to the electronic tools in the navigator's workbox. Long-distance navigation loran has come of age with the design and trials of the automatic indicating loran receiver. Radar has undergone improvements in resolution, larger indicator tubes, reduced minimum range, and better instrumentation. The mariner has at the same time gained in training and experience.

The old faithful radio direction finder is still with us and present day models are not much different from the earlier models. In the early 1920's most of the direction finding was done by means of shore-based direction finders in which system the ship transmitted a series of MO's on the direction finding frequency and a group of shore stations took bearings and sent them to the ship. Early in World War II as the combination of shipboard direction finder and shore radiobeacon became widely established, the United States abandoned shore direction finding for navigational purposes. There are, however, a number of other countries still providing this service.

Various forms of quasi-electronic systems such as submarine signals and hydrophones had their heyday. The echo sounding machine remains with us today out of this group as a must for all ships.

As a result of the great amount of research, experimentation, and installation for the military during the war, the mariner inherited a number of revolutionary systems which have proved to be of great value in improving navigation and safety at sea. In the short range field we have radar and radar aids. In the long and medium range field there is a large network of internationally operated loran stations. In Europe several long range Consol stations and medium range Decca chains provide service.

Automatic Direction Finder

While it is true that the rotating loop pointer indicator type of marine radio direction finder is quite similar to the model of 25 years ago, there are several improvements in various stages of development.

The automatic direction finder offers a means of simplifying and shortening the time required to take a bearing. With this instrument the receiver is tuned to the proper frequency and a needle or pointer automatically indicates the correct bearing without sense ambiguity. The possibilities of operators' errors are reduced and the watch officer will spend less time taking bearings and more time conning the ship.

Automatic marine direction finders were successfully built and demonstrated in the early 1930's, while military equipment of this type is widely used and has been for some time. The present lack of marine acceptance is probably due to the simplicity, reliability and low cost of the manually operated equipment. Aircraft, both large and small, exclusively employ the automatic direction finder and have done so for years. There are, of course, differences in construction and design needed to adapt this equipment for marine use. Another device to improve direction finder accuracy and operating convenience is a visual null indicator used in conjunction with aural null indication.

With the increasing number of radiobeacons, cases of reported interference between such signals are more frequent and the navigator finds in certain areas more dif-

ficulty in quickly obtaining reliable bearings. Improved selectivity in receivers will materially assist in reducing this problem.

The International Telecommunication Union meeting at Atlantic City in 1947 recognized the problem and authorized an additional 10 kc. in the radio frequency spectrum immediately above the present radiobeacon band. A study is being made of the whole radiobeacon allocation problem with a view toward providing improved and additional service. This is of necessity a complicated and slow process because radio frequency allocations must be coordinated nationally and internationally.

Automatic Tracking Loran Receiver

The loran system of navigation is undergoing a continual evolutionary improvement both for shipboard receivers and service coverage. The mariner finds himself with loran receiving equipment far superior to that available to the aviator. Direct reading loran equipment has been on the market and widely used since the beginning of commercial service. With such a set the navigator makes a pulse match and then reads the loran reading directly from a Veeder-Root type of counter. Another technical feature leading to improved operation is an automatic synchronizing circuit which locks the signals in position thus simplifying the operation for the navigator.

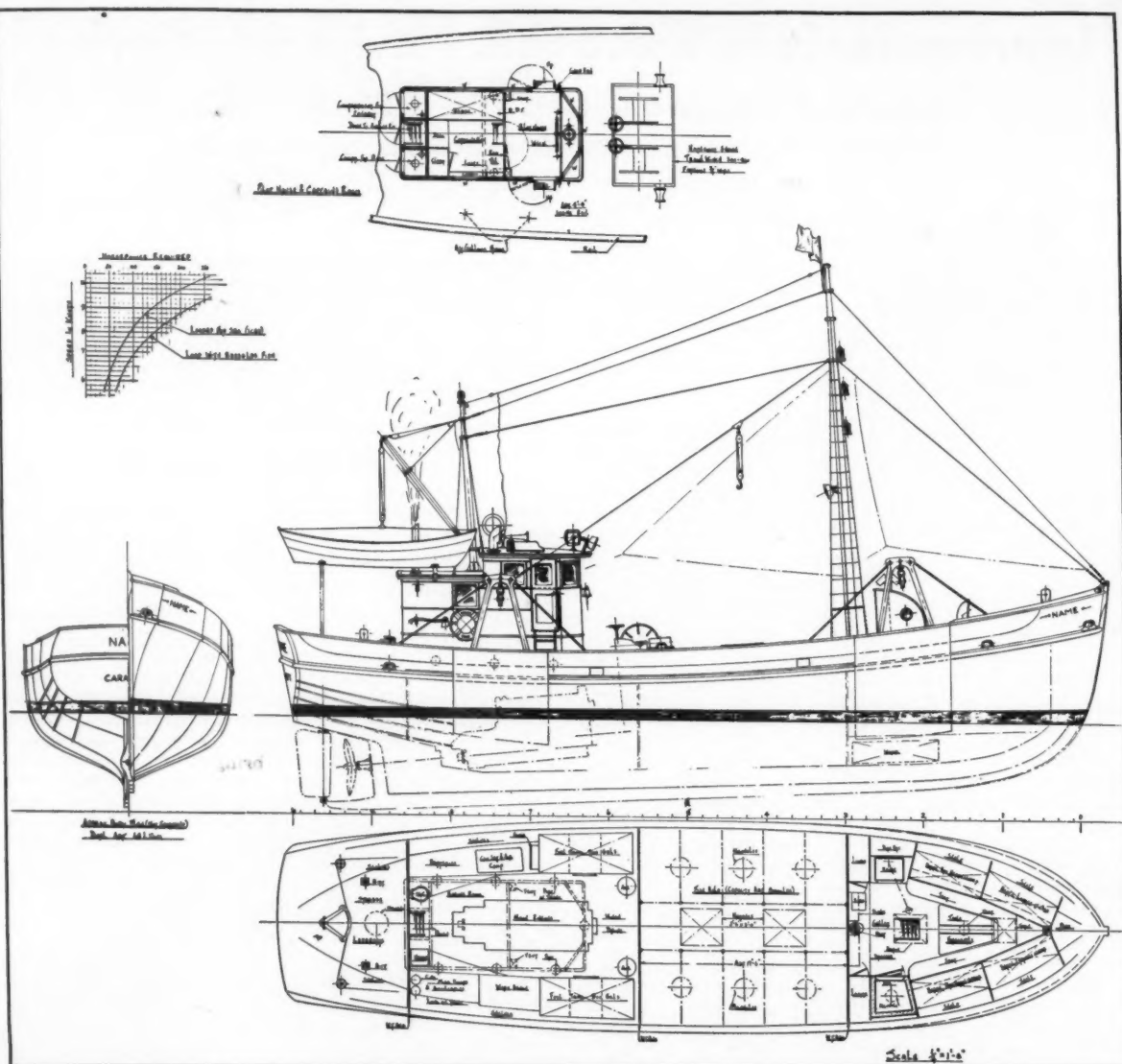
The most important development with great promise of future application is the automatic tracking loran receiver. This receiver is operated in the same manner as any direct reading receiver up to the time a pulse match and reading is made. Then the navigator throws a switch and automatically the receiver maintains a perfect pulse match and the counter continuously indicates the correct loran line of position reading. The Coast Guard has converted several of its marine receivers for this type of operation.

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Capt. Sherman Lord operating the RCA radar aboard the 83' Rockland, Me. sardine carrier "Jacob Pike", owned by Holmes Packing Corp. of Rockland and Eastport, Me.

* Excerpted from a paper presented by Commander Guy L. Ottinger, U. S. Coast Guard, at the 25th Annual Convention of the Propeller Club of the United States and the American Merchant Marine Conference.



Plans for New Brunswick, Canada, Fisherman's Loan Board dragger, designed by Eldredge-McInnis, Inc.

70-Foot Dragger Designed for Bay of Fundy Fishing

A SUCCESSFUL 70-foot New Brunswick, Canada, dragger, placed in operation last year, is the *Dorothy and Rosalie*, plans for which are shown above. She was built by Connors Bros. Ltd. of Blacks Harbor for Capt. Frank Wooster of Grand Manan, under provisions of the New Brunswick Fisherman's Loan Board.

Designed by Eldredge-McInnis, Inc., Boston, Mass., the vessel is a development of the 59' Gloucester-type dragger, but is similar in proportions to the 60' Prince Edward Island dragger. The new vessel is bigger bodied and deeper than the Gloucester model, which originally was intended for use as a gurdy or long line boat.

The *Dorothy and Rosalie* is particularly well adapted for fishing in the deep waters of Bay of Fundy where there are heavy tides. She makes 10 knots and has proved to be a good sea boat.

The new dragger is 66' on the waterline, has a beam of 17'6", depth of 8'8", mean draft of 7'8", and displacement of 68 long tons. She will carry 80,000 lbs. of fish, has fuel capacity of 1800 gals., water capacity of 300 gals., and accommodates a 7-man crew.

She is a bent frame boat, with laminated 2-ply oak

ribs, each layer being 1½" x 4", spaced on 13¼" centers. This type of construction provides a strong, elastic frame. The fir keel is sided 8", shoe is 2", main deck beams are 4¼ x 4½, and engine bearers are 7½. There are 3 courses of bilge stringers, each 2½ x 7; 2 courses of clamps, each 2½ x 6; and the shelves comprise 2 courses of 2½ x 3¼ and one course of 2½ x 4¼. Planking is 1¼, decking is 2½ and the house is sheathed inside and out with waterproof plywood. All fastenings are galvanized.

Power for the *Dorothy and Rosalie* is supplied by a D364, 8 cylinder, V-type Caterpillar Diesel of 215 hp. continuous, fitted with 3:1 reduction gear. The dragger has a Model 1350 Hathaway winch carrying 350 fathoms of 9/16" wire, and is equipped with Sperry Loran, Bendix depth recorder, Kaar radiotelephone, and 5 kw, 32-volt Lister-Blackstone generating set.

The New Brunswick Loan Board provides building loans to fishermen repayable on the basis of 12½ percent of the owner's gross revenue. The Canadian Government grants a construction subsidy of \$165 per gross ton and the boats are built to plans approved by the Board of Steamship Inspection.

Herndon Is Progressive Texas Seafood Operator

**Owens Shrimp Processing Plant,
Retail Market, Seven Shrimpers**

WHEN W. C. Herndon founded the Port Fish Co. at Corpus Christi, Texas, in 1936, it was the beginning of an almost continuous expansion in various ways: the addition of his son Sydney to the business; purchasing of additional shrimpers; a new, larger and better location; and wholesaling of marine products, mainly shrimp.

Shortly after graduating from high school, Sydney joined his father at the retail market where they also sold live bait and rented gear to sports fishermen. In 1938 they purchased their first boat, the 24' *Shrimp*. Original cost was \$75.00, and it took an extra \$450.00 to make the *Shrimp* navigable. This boat has long since been discarded.

Their move to the L Head in Corpus Christi was made in September, 1947, and the name Port Fish Co. was changed to Herndon's Marine Products Co. It was during the same year that Archie Gunter became manager of the retail market. Equipment for handling quantities of shrimp was put into use then, too. This occupies a 25' x 80' room in the 65' x 100' building. However, actual change-over to large-scale wholesaling of shrimp wasn't made until 1950. At present 98% of Herndon's business is wholesaling of shrimp.

Following the death of his father in December, 1949, Sydney Herndon bought the 50% interest belonging to other heirs. Shortly afterwards the name was changed to Herndon Marine Products, Inc., of which Mrs. Sydney Herndon is vice-president.

Guy Matherne, formerly connected with the Morgan City Packing Co. in Louisiana, became assistant manager in 1949. Matherne, who came to Texas in 1947, can pilot the shrimpers, too.

Freshness of Catches Insured

Before a shrimper is ready to return with a load of shrimp, Herndon is notified by radio and everything is readied in order to insure freshness of the catch being



Standing in front of the 72' shrimper "Southern Star" are, from left to right: Sydney Herndon, owner of Herndon Marine Products, Inc., Corpus Christi, Texas; Guy Matherne, assistant manager; and Archie Gunter, retail manager.

brought in. As soon as the shrimper ties up at the dock, a wire basket is lowered by crane into the hold. Then the full basket is raised, swung over and emptied into a vat full of ice water, which brings to the top any ice from the hold.

A conveyor belt speedily moves the shrimp along a ramp into the processing room. Located at the end of the ramp is a boxing conveyor where the shrimp are chilled in ice water; 105 lbs. of shrimp are conveyed on to a scoop scale and then into a wooden box. This weight is used to guarantee weight of 100 lbs. of shrimp which is packed between layers of flaked ice. Approximately 20 minutes' time is required to bring the shrimp from the boat and box it.

Sometimes when a shrimper is at sea, the haul is heavy and the catch is made too fast to permit the crew to head the shrimp. Therefore, when it is necessary, the conveyor is swung around to the end of a long table where workers head the shrimp. Then the shrimp are placed in a trough located above the table, and water flushes the headless shrimp down to the end of the trough where they are ready for packing in ice. The plant can process 50,000 lbs. of shrimp daily.

The Company started using trucks back in 1948, and Sydney Herndon now owns six. These are used to trans-

(Continued on page 41)



Five of Herndon's seven shrimpers at Corpus Christi, Texas. From left to right: The 72' "Southern Hope", 72' "Southern Star", 59' "Southern Joy", 65' "Southern Glory", and 56' "Southern Pride".

Seafood Wage-Hour Exemption Upheld by Federal Court

A decision of importance to the seafood industry was handed down February 12 by Judge J. Waties Waring of the United States District Court of Eastern South Carolina, in the Civil Case No. 2913, Maurice J. Tobin, U. S. Secretary of Labor, versus the Blue Channel Corp. of Beaufort, S. C.

Briefly, the court upheld the Blue Channel Corporation's contention that in a seafood plant operation where some of the raw material is canned and some is frozen or sold before canning (such as fresh iced crab meat or green shrimp or raw oysters), the minimum wage established under the Fair Labor Standards Act applies *only to that part of the plant operation where packing in the cans begins for canning and to other canning operations thereafter*. The catching, preparation, handling, etc., of the raw material up to the point of being packed in hermetically sealed cans do not come under the Wage and Hour provisions.

The plaintiff, as Secretary of Labor, alleged that the Blue Channel Corp., in processing and canning claw crab meat, had not paid some of the claw crab meat pickers the minimum wage prescribed under the Fair Labor Standards Act, Title 29, USC, Section 201 et seq. The Blue Channel Corp. contended that they had paid wages equal to the minimum wage although they denied that they were required to do so under the Act.

The evidence showed that about half of the claw meat handled in the company plant at Port Royal, S. C., went into the canning process (hermetically sealed and sterilized) and the balance went as frozen or fresh meat.

Same Question as in Earlier Case

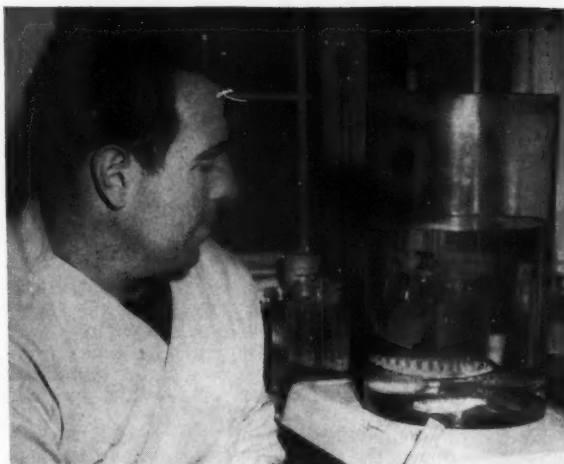
Judge Waring, in handing down the decision, referred to the case of *Donnelly vs. Mavar Shrimp and Oyster Co.*, 190 F 2d 409, the Court of Appeals for the 5th Circuit, and said that "exactly the same question has arisen." He quoted from that decision as follows:

"The statute recognized that, in obtaining and offering shrimp and oysters for sale for use as food, it is necessary to cultivate them, catch, cure, freeze, pack, can, or otherwise transform, them into a marketable product. Prior to 1949, Section 213 (a) (5) exempted every act of an employee in catching, curing, canning, cultivating, and marketing, any kind of shellfish or other aquatic forms of animal and vegetable life.

"In 1949, Section 213 (a) (5) was amended so as to exclude canning from the exemption, but it left the exemption intact as to every other distinct act and feature of the industry that was necessary to convert the raw material of aquatic life into a marketable product. As used in the statute, processing is an inclusive work that embraces all the acts necessary to improve the material and convert it into an edible product. The amendment of 1949 did not strike the word processing out of the exemption clause (as it might have done), but limited its scope and effectiveness only to acts and doings other than canning. The act of canning is only one of several processes necessary in turning the aquatic material into food fit for human consumption.

"We must ascribe to the legislative mind some reason for leaving the word processing (other than canning) in the exemption clause of said Section 213 (a) (5). What are processes other than canning are questions of fact to be decided upon the special characteristics of the process of operation of the particular business or industry."

In commenting on that case, Judge Waring said, "It is claimed that the case (*Donnelly vs. Mavar*) was not a real test and that it was instituted and handled on a friendly basis. . . . In the instant case (*Tobin vs. Blue Channel Corp.*), there is no question as to it being an actual controversy. The Government brings this case and it is fought vigorously. The issues are clear and distinct but they add up in my opinion to the same result arrived



Fred Baird, marine biologist of the Maine Department of Sea and Shore Fisheries, shown at work in his laboratory. He has charge of the State's scallop tagging program.

Scallop Tagging Program in Maine Aimed at Increasing Yield

The Maine Department of Sea and Shore Fisheries has in operation an extensive scallop tagging program to gather information which may be used to increase the fishery as well as production. Under the direction of Fred Baird, Department marine biologist, nine scallop fishing areas have been surveyed and over 2,000 of the shellfish tagged in the past two years.

The Department patrol craft *Explorer*, skippered by Capt. Thurlow Farmer, was used for the dragging operation. Most of the experimental drags were made in the Penobscot Bay area. Although many other areas have been surveyed few were found to have the shellfish in commercial quantities.

To keep the survey in operation Commissioner Robert Dow and biologist Baird are requesting Maine scallop draggers to keep watch for the tagged shellfish and to turn over the tag to their local coastal warden or send it direct to the Department experimental station at Boothbay Harbor. With the tag and shell Baird also would like information on the location where the scallop was taken, the date caught, the total gallonage of scallops taken on the day the tag was retrieved and any other pertinent data.

The tag may be easily seen during the shucking operation. It is attached by stainless steel wire to the hinge of the shell and is colored white on one side and red on the other. Each tag carries a number which identifies it with the area in which it was planted during the survey.

In order to keep fishermen informed on the areas in which tags may be expected Baird lists the following sections: the Harrington River in Washington County and Southwest Harbor; in Penobscot Bay is the Naval trial course, the area between Turtle Head and Sears Island, the area around Castine and Dices Head, the northern end of North Haven Island, Fisherman's Island and Dix Island.

at in the *Donnelly* case: First, because that decision is by an appellate court of high repute and ability; and secondly, because I believe that the Court has there correctly analyzed and decided the meaning and intent of the exceptions in the statute. And so I shall and do hold that the crab pickers involved in this suit come within the exemptions of the Fair Labor Standards Act 213 (a) (5) and hold that the case must be dismissed."

The Department of Labor has 60 days in which to appeal this decision. If they do so it will be tried in the Court of Appeals for the 4th Circuit, Richmond, Va. If they do not appeal the case, these decisions become the law of the land.

Norway Boasts World's Largest Cod Fisheries

Located off Lofoten Islands, These Fisheries Recently
Have Been Modernized by Introduction of Purse Seines

THE largest cod fisheries in the world are those conducted early every Winter in the waters off that tapering archipelago in northern Norway known as the Lofoten Islands. Here, thousands upon thousands of fishermen engage in a frenzy of activity to capture the bounty of the sea. Everything about these fisheries is dramatic—the long row of snowclad, jagged mountain peaks looming in the distance like a backdrop of half submerged alps; the sudden squalls that may bring death in their wake; and, above all, the incessant struggle that goes on day and night to catch as much as possible during the all too brief fishing season.

As far back in time as recorded in the annals of Norwegian history—well over a thousand years—inhabitants along the coast of northern Norway have made a substantial part of their living from the incredibly vast masses of cod which, during a 12-week period beginning early in January, come to spawn on the banks south of the Lofoten Islands. For centuries, expeditions from the southern regions have gone north to get their share of these riches, and a city like Bergen—second largest in Norway and for a time its capital—owes much of its existence to the northern cod.

The Lofoten fisheries are much older than historical traditions would indicate. Archeologists have unearthed fish hooks and other tackle, made of bone and stone which tell us that the Lofoten sea has provided food for generations who lived in times now shrouded by the impenetrable cloak of the distant past.

Cod Are Caught During Spawning Season

The Norwegian-Arctic cod, the mainspring of the activity which every Winter unfolds within sight of the snowclad Lofoten archipelago, has its home in the large polar basin northeast of Norway, called the Barents Sea. Spawned on the banks of the Lofoten sea, the young cod



Modern, ocean-going fishing vessel in action off Norway's Lofoten Islands. The purse seine contains a catch of about 30,000 lbs.

swims northwards in the Fall and guided by unfailing instinct makes the long stretch to the Barents Sea. Eight to ten years later, now full-grown, the cod miraculously wends his way back to the Lofoten banks to spawn billions of roe.

As no means has been found as yet to count the myriads of fish in the ocean, scientists are still unable to estimate—even approximately—the size of the annual cod invasion off the Lofoten Islands. Tentatively, it is figured that at least 500 million cod find their way to the banks. There may be twice as many, or perhaps the true figure is five times as large. Nobody really knows. Of this enormous horde, between 20 and 30 million are brought ashore by Norwegian fishermen year in and year out. About 85,000 tons of cleaned fish, heads off, is reckoned to be a good yield for the average season.

The fishing methods used on the Lofoten banks during the past several centuries have undergone no basic development until very recently. Since time immemorial the fishermen have used the same kinds of gear—nets, long-lines, and jigger-lines and sinker baited with shellfish, herring, or just a piece of shiny metal.

The fisheries as a whole are subject to strict regulations dictated by the fact that an enormous number of boats and fishermen must share a very limited expanse of sea. The number of fishermen participating in the Lofoten fisheries has run as high as 30,000, distributed among 5000-6000 vessels. At the height of the fishing season, life is hectic, indeed, both at sea and ashore in the 25 odd overcrowded fishing ports.

Purse Seines First Permitted in 1951

Dragging has never been used in the Lofoten fisheries for the simple reason that cod stay too high in the water to be caught with the usual type of otter trawl that is towed along the bottom.

(Continued on page 33)



Typical, medium-sized North Norway fishing vessel about 55' long, which has switched from long-line to purse seine.



C. R. Whittaker's 44' party boat "Carolyn" of Baltimore, Md. Her power plant is a Chrysler Crown gasoline engine which swings 16 x 14 Columbian propeller. She uses "American" rope.

Maryland Bill Bans Further Oyster Bed Leasing for Year

Bills given final passage by the Maryland Legislature, which adjourned its 1952 session last month, include a measure to stop further leasing of oyster bottoms for a year, starting June 1. Another measure passed would require that at least one of the three members of the State Commission of Tidewater Fisheries be actively engaged in the taking of seafood or have been so engaged during the past five years. Both of the measures were sent to Governor McKeldin for signature.

Sen. Shehan wants to allow oystering on leased bottoms for nine months. The longest legal season anywhere in the State for oystering on natural bottoms is 7½ months. The season for taking oysters off beds leased from the State by private individuals now is six months, between Oct. 1 and April 1. Sen. Shehan's bill would set the season as between Aug. 15 and May 15.

Catch for Five-Year Period Shows Gain

A recently-completed summary of Maryland's commercial fish landings from 1946-50 indicated a steady rise in total catch during that five-year period, and a serious decline in only one species of fish, the gray trout. Rock, shad, river herring and white perch, all of which are reared in Maryland waters, showed increase in production ranging from 69 to 101%.

However, a critical evaluation of these trends can be obtained only if some consideration is given to the amount of gear used in landing these increased catches. Anchor gill nets, drift nets and stake nets increased 182%, 76% and 52% respectively, resulting in 310,093 additional yards of gear entering the fishery.

A complete report for 1951 is not yet available, but preliminary tabulations indicate that total landings may be down 15-20% from the 1950 level, and all major species except river herring probably will show the same trends.

Clarence Christy

Clarence Christy, head of one of Maryland's largest seafood packing plants, died in Baltimore last month at the age of 56. Mr. Christy had been in ill health for about six months, but had been active in his business until about two weeks before he died.

About 20 years ago he assumed the control and management of George A. Christy & Sons of Crisfield, oyster and crab packing firm founded by his father in 1890. He expanded this business tremendously, distributing the firm's products in almost every state in the Union.

The Christy company several years ago began raising its own oysters on bottoms in Virginia and Maryland. Mr. Christy was president of the Ledge Rock Oyster Co., which handled the Virginia oyster plantings. At one time he operated the Christy Marine Railways, also an ice manufacturing plant, in the Jersey section.

North Carolina Shad Fishing Season is Underway

Shad fishing at both Wanchese and Manns Harbor has been good, according to fishermen of these communities. Catches in pound nets have run up to more than 40 shad a day in many instances. Ralph Meekins of Wanchese caught over 500 shad early in March in a long net rig.

Stumpy Point fishermen along with Hatteras fishermen say the season with them has been poor. Good catches of shad have been reported from Albermarle Sound in the region of Columbia and Edenton.

Where there were once 50 rigs fishing out of Wanchese in Pamlico Sound, there are now barely a half dozen. In Stumpy Point, famed as the shad capital, there are now less than a dozen rigs working, as compared with more than 50 rigs 12 or 15 years ago.

Shrimpers Making Fair Catches at Key West

The Southport shrimping fleet at Key West, Fla. has been meeting with only fair success this year. The shrimp have not been as plentiful as in previous years since the Florida discoveries were first made. An added factor has been the very bad weather, according to Capt. H. T. Watts, owner and operator of the *Old Crow*, who returned home recently, saying he had only been out twice in a month and preferred to come back and take his chances with fishing at Southport.

Other Southporters still at Key West last month were Lewis J. Hardee, W. S. Wells and Son, Paul Fodale, Dallas Pigott, Wiley Wells, Charles Swan and Merrit Moore. Some of them operate as many as seven and nine boats. A total of about 40 boats are in the Southport fleet at Key West.

Land Big Day's Haul of Fish

More than a ton of shad and herring, with a small assortment of mixed fish, including a monster striped roe-bass that weighed all of 30 lbs., was caught in one day with a short haul seine in Long Shoal River by Frank Taylor of Sea Level and his crew in two boats. The fish, which were unloaded at Deep Creek, brought more than \$1,000. It is believed that when caught the fish were either seeking harbor from the rougher waters of Pamlico Sound, or were bound to fresh water to spawn their eggs and return to the sea.

Fisheries Hearing Held

Problems facing commercial fishermen of North Carolina were discussed at an open hearing held by the commercial fisheries committee of the State Board of Conservation and Development at Wilmington on March 26.

The hearing, which preceded the opening that night of the Spring meeting of the Board of Conservation and Development, was presided over by Mrs. Roland McClamroch of Chapel Hill, chairman of the commercial fisheries committee. Other members of the committee are: Charles H. Jenkins, Ahoskie; Fred P. Latham, Belhaven; Charles S. Allen, Durham; and Dr. C. Sylvester Green, Chapel Hill.

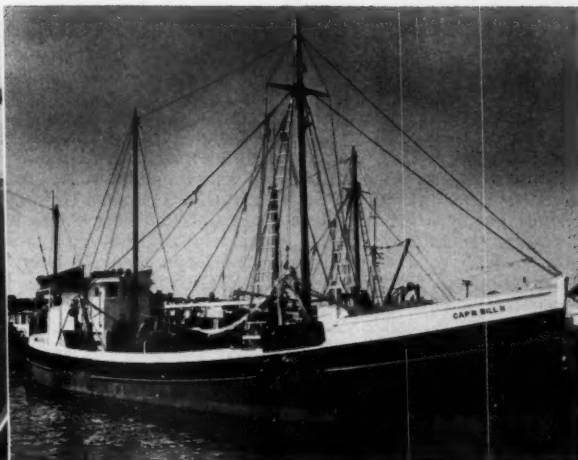
Shellfish Season Good

According to Conservation Dept. director George R. Ross, commercial fishing in the State for the six months period that ended January 1 was better in many respects than during preceding years despite weather conditions that at times made it most difficult to catch the larger fish when they were in North Carolina waters.

The shellfish season, based on reports made by C. D. Kirkpatrick of Morehead City, State Fisheries Commissioner, has been much better than usual. The harvest of oysters, shrimp, hard and soft crabs, clams and scallops has been exceedingly good.



Roy Wallace, left, of Newbert & Wallace, builders; and Capt. Henry Klimm, Jr., owner, beside the Hathaway winch aboard the new 84' Woods Hole dragger "Cap'n Bill II", shown at right.



"Cap'n Bill II" Has Twin Engines On Single Shaft

A NOTEWORTHY addition to the New England dragger fleet is the new 84' *Cap'n Bill II* of Woods Hole, Mass., which features a twin engine power plant with single propeller shaft. She was built by Newbert & Wallace of Thomaston, Maine, for Capt. Henry Klimm, Jr. who already has made two successful fluke fishing trips with the vessel.

The use of a dual engine drive in draggers is a relatively recent development, and so far only limited consideration has been given to the possibilities of employing two sources of power instead of one in this type of vessel, where so much depends on uninterrupted service. Safety of crews, completion of voyages and recovery of gear are important factors in determining successful operations.

While many ocean going vessels and Naval craft have two or more sources of power, they generally have multiple-screws, which type of propulsion would not be suitable for dragging service. However, multi-engine towboats with single propellers have been found efficient, although on the earlier boats the cost of such engine equipment was likely to be high.

As the result of technical background information on past installations and the availability of advanced production equipment, it is now possible to build dual power plants as completely engineered units at reasonable cost. For example, in the 260-280 continuous horsepower class, dual engine units now are available at costs comparable to conventional power plants and without requiring any more space or weight.

In a twin engine installation, each engine has its own independent fuel, lubricating, cooling and control systems. Either engine may be shut down for repairs, adjustment, change of oil or filters, without interfering with the operation of the other. By having power take-offs on both engines, the possible loss of trawl gear by engine or clutch failure is practically eliminated.

It is claimed that approximately 80 percent of a vessel's speed may be maintained by one

of the twin engines working alone on the single propeller. A 10-knot vessel, for instance, will make 8 knots with one engine by reason of the mathematical fact that a vessel's required horsepower varies as the cube of the speed. Thus a twin engine plant provides double barrel safety, which except for external damage such as mishaps to tail shaft and propeller, makes it virtually certain that a vessel will come in on its own.

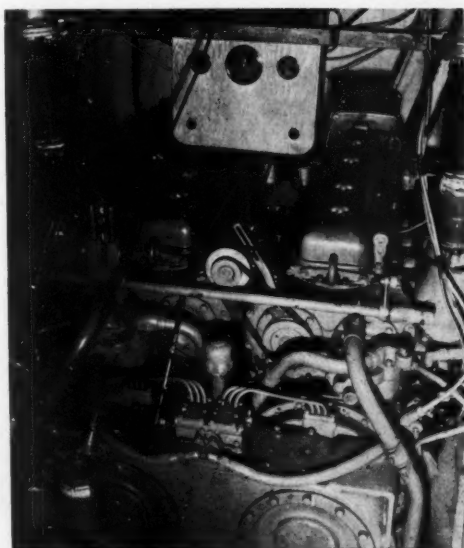
The dual engine equipment on the *Cap'n Bill II* comprises a General Motors Series 71 Twin 6 with two 6-71 Diesel engines connected in parallel through a GM-Falk 5:1 ratio reduction gear to a 58 x 44 Columbian 3-bladed propeller. The engine unit, which was sold by Walter H. Moreton Corp., is rated 260-280 hp. for continuous duty and 330 hp. for intermittent service. It is equipped with Marmac clutch and throttle controls.

At 1750 rpm. on both engines, better than 10 knots sustained speed is reached, and at 1500 rpm. approximately 9 knots. One engine engaged alone, fully loaded, will turn 1500 rpm. with the same propeller. The wide open flank speed of both engines is 1950 rpm. or 11 knots, which indicates the reserve power and towing capacity available beyond the normal governor settings.

The *Cap'n Bill II* is equipped with a 4" Monel metal shaft and Goodrich Cutless rubber stern bearing. She has a Hathaway winch, winding 300 fathoms of 3/4" wire per drum; Hathaway steering gear; Danforth anchors, Linen Thread Co. Gold Medal nets, and Edson deck pump. The engines are lubricated with Gulf oil.

Government measurements of the vessel show dimensions of 72.3 x 18.6 x 9.6, gross tonnage of 80 and net tonnage of 64. The hold will ice down 100,000 lbs. fish. There are accommodations for 9 men in the fo'c's'le, 2 in the after cabin and one in the stateroom. The after quarters and deck house are heated by a No. 350A Shipmate oil-fired hot water heating boiler in the engine room.

(Continued on page 45)



The power plant of the "Cap'n Bill II", a General Motors Series 71 Twin 6 unit with two 6-71 Diesels connected in parallel through a GM Falk 5:1 reduction gear.

Gloucester Development Group Seeks Ways to Aid Fisheries

At a meeting of the Executive and Fishing Industry Committees of the Gloucester Industrial Development Commission last month, it was unanimously voted to invite two members from the Atlantic Fishermen's Union, Gloucester Seafood Workers Union, Gloucester Vessel Owners Association and the Gloucester Fisheries Association, as well as a member from the Cape Ann National Bank, Gloucester National Bank and Gloucester Safe Deposit and Trust Co. to meet with the committees and discuss ways and means by which the Commission can be of assistance to the fishing industry. Each fisheries group will select its own members to be part of this committee.

The findings of the fishing committee will assist the Commission in carrying out its purpose of doing whatever is in its power to maintain industries already in Gloucester and to invite and attract new ones to the city.

No Mackerel Seiners Expected to Leave

Perhaps for the first year in nearly a century, Spring will pass without a Gloucester boat going to the Southward to go mackerel seining. One reason for this is the fact that the seines of many boats are reported to have been damaged by pogy fishing, and it takes some \$6500 to replace a seine. Another factor is that the boats which usually form the vanguard of the seining fleet are engaged in shore fishing now and with whiting commanding from 9 to 12¢ a pound, there is no inducement for them to take a gamble on what mackerel might be showing in southern waters off the Virginia Capes.

Mackerel experts say that chances of getting fish are better when at least eight or ten boats go South, since the larger the fleet, the more water they can cover and therefore report by radio telephone when fish are sighted, so that all can take advantage of the schools.

Fishing Vessel Sinks While Being Towed

The 63-ft. Gloucester fishing boat *Bernie and Bessie* sank south of Brenton Reef while being towed to Newport, R. I. last month, but her crew of four were saved. The boat had been taken in tow after she sprang a leak. Capt. Philip Bodoni, owner of the 69-year-old dragger, bought the vessel in 1948.

Make Profitable Groundfish Catches

Gloucester draggers with groundfish have been making some fine shares lately, up around the \$700 per crew member level. The port had three good groundfish fares on March 17. They included the *Benjamin C.*, with a total of 124,000 lbs., made up of 55,000 haddock, 50,000 scrod, 15,000 cod and 4,000 mixed; the *Felicia*, with 133,000 lbs., comprised of 50,000 haddock, the same amount of scrod, 30,000 cod and 3,000 mixed fish; and the *Theresa M. Boudreau*, whose 133,000-pound fare included 45,000 haddock, 22,000 scrod, 16,000 cod, 40,000 ocean perch and 10,000 mixed.

Coast Guard Removes Ill Skipper

Capt. Benjamin A. Favazza of the 88-ft. Gloucester fishing dragger *St. Peter II*, was removed from his vessel by Coast Guardsmen on March 27 and transferred to a cutter for treatment. He had been stricken seriously ill while 207 miles at sea. The rescue was effected by the cutter *Barataria*, homeward bound to Portland after a month's weather patrol in the North Atlantic.

Freshness of Fish Disclosed by Voltmeter

A device developed by Dr. Maurice B. Stansby and James M. Lemon of Gloucester, Mass., reveals freshness of fish. The inventors have discovered that more electricity can be passed through a fresh fish than through a stale one. Freshness of the fish under observation is indicated on the voltmeter of the device.



A FISHERMEN'S SCHOLARSHIP has been established at Tufts College, Medford, Mass., by Irving Usen, second left, treasurer and general manager of O'Donnell-Usen Fisheries Corp. of Boston. The scholarship, which is in honor of the late Thomas J. Carroll, former president of Gorton-Pew Fish Co., Gloucester, is to be awarded a young man or young woman entering Tufts College whose parents are employed in the fishing industry. Left to right are: Rev. Thomas J. Carroll, director of the Catholic Guild for the Blind of Boston in whose father's name the scholarship was created; Mr. Usen; President Leonard Carmichael of Tufts; and Robert Usen, president of the Usen Canning Co., who was graduated from the Tufts School of Liberal Arts.

Massachusetts Releases Tagged Short Lobsters off Nantucket

Eight hundred short lobsters seized from international shipments were tagged with metal tags and released in the waters off Nantucket Island early in April, it was disclosed by Francis W. Sargent of Orleans, director of the Massachusetts Division of Marine Fisheries. Sargent said, "Not only will these small Canadian lobsters increase the lobster population around the Islands; but, also, strengthen the brood stocks." He has asked the lobster fishermen to return the metal tags when found on lobsters to the Division of Marine Fisheries' office at the State House.

"These metal tags or dog tags," said Sargent, "are being used to trace lobster migrations in a similar manner as has been used for banding migratory birds for many years."

Best Day's Landings in Three Years

Boston fishermen seeking to satisfy Lenten demands for fresh groundfish landed a total catch of 2,222,000 lbs. at the South Boston Fish Pier on March 31. This was the largest catch landed at that port in the past three years. The outstanding trip was that of the *Flying Cloud*, which consisted of 284,400 lbs., including 245,000 haddock. Other good trips included that of the *Winchester*, a 227,700-lb. fare, of which 187,000 were haddock.

The big catch was landed by a fleet of 40 boats, consisting of six trawlers, three large draggers, twenty-one small draggers and ten small trawlers. The supply included 947,000 lbs. haddock, 562,000 lbs. haddock scrod, 209,500 lbs. cod, 45,000 lbs. pollack, 152,000 lbs. ocean perch and 306,500 lbs. mixed fish.

"Cambridge" Has Mackerel Fare

The trawler *Cambridge* came into Boston Fish Pier March 17 with 22,000 lbs. of mackerel which sold for 24½¢ a pound, giving her a \$5390 mackerel stock. The *Cambridge* also had aboard 79,000 lbs. of haddock, scrod, cod and mixed fish that brought the total gross stock up to about \$15,000. The vessel, which is skippered by Capt. Chris Christenson, caught the fish on a 10-day voyage to Western Bank.

February Fish Catch Shows Gain

A total of 13,384,800 lbs. of fresh fish valued at \$1,448,-236 was landed at the Boston Fish Pier during the month

of February, which was an increase of 35% in volume as compared with January, and 4% more than was landed in February, 1951.

Most of the fishing by the offshore fleet was on the Nova Scotian banks where large haddock were abundant. In spite of the very poor weather, and the fishing time lost, trips were considerably larger than in January.

"Pam Ann" Gets New Generator Equipment

The Boston trawler *Pam Ann*, owned by Lawrence Soule and skippered by Capt. Walsh, has been equipped with a 7½ kw. Safety Co. 115-volt main engine generator, "Safety" load voltage regulator and "Safety" generator voltage regulator and relay. The equipment was sold by Wharf Machine and Electric Co.

Guthy New Sales Manager for Buda Branch

Charles Guthy recently was appointed sales manager of the Buda Engine & Equipment Co., Cambridge, Mass. W. E. Sidney, Jr. is manager of the concern, while Nathaniel Parker is marine sales representative.

John Sweetser of Portsmouth, N. H. has repowered his fishing party boat with a KMR428, 112 hp. Buda Diesel.

Hudon Re-Tubes Heat Exchangers

Nap J. Hudon, 40 Fish Pier, Boston, now has Cupro-Nickel tubes available for re-tubing marine heat exchangers. Shop facilities are provided for handling repair work on all sizes of exchangers.

Hudon recently was made a distributor of Fram filters. He also sells Briggs filters and Bowers batteries, and is distributor of Nordberg Diesel generating sets and Ingersoll-Rand airstarting motors and air compressors.

An Ingersoll-Rand air starting motor has been installed on Fulham Bros.' trawler *Triton* for use with a 30 hp. auxiliary generating set.

Hartnett Joins Tracy Yacht Basin

Lawrence (Gabby) Hartnett, well known New England marine engineer, has joined Tracy Yacht Basin, Inc., Neponset, Mass. as sales engineer, handling Bowers batteries and Briggs filters.

Tracy has been appointed marine distributor for the Briggs line, which includes fuel and lube oil filters and filtering systems. Briggs products will be available for shipment directly from the Boston warehouse.

Recent installations of Bowers batteries include MS8R-21, 32 volt sets on the *Marie & Winifred* and *Doris F. Amero*, both operated by Cape Ann Machine Co., Gloucester; and a ML-15 extra heavy duty 32-volt set on the New Bedford scalloper *Mary & Julia*, managed by Otis Slocum.

New Bedford's "Anna C. Perry" Goes Down with all Hands

The 64' New Bedford dragger *Anna C. Perry* and her six-man crew were lost in a northeast storm early in March in the third sea tragedy to hit the port of New Bedford in 3½ months. The 24-year-old dragger was last seen fighting heavy seas approximately 50 miles southeast of Nantucket. Aboard the missing craft were Capt. Alexander Mitchell and five crew members from New Bedford and Fairhaven.

The *Anna C. Perry*, owned by Mrs. Catherine Flanagan of Nantucket, left New Bedford March 8 on a routine fishing trip. The *Perry* was spotted by several other New Bedford fishing vessels, including the dragger *Junojaes*, "heading home" March 11 off Nantucket. The vessel reported she "had weathered a bad storm". The craft was not seen again.

Scallop Trips Bring Good Price

Two New Bedford scallopers, both with full trips aboard, sold a total of 20,325 lbs. of the shellfish for 76.15¢



The 84' New Bedford, Mass. scallop dragger "Ursula M. Norton", which recently was repowered with a 400 hp. D397, V-12 Caterpillar Diesel sold by Perkins-Milton Co., Boston, Mass. The vessel, which is owned by Capt. Isaac Norton of Edgartown and skippered by Capt. Benjamin Rasmussen, has a speed of 10½ knots. Other equipment includes a 66 x 46 Hyde propeller which turns through 3.5:1 Falk reverse and reduction gear on a 5½" Tobin bronze shaft, fitted with Hathaway flax-packed stern bearing and stuffing box.

a pound at auction March 15. It was the first time in many years that full trips of scallops had been sold at such a high price.

"Shannon" to Be Repowered

The *Shannon*, owned by Pete and Herman Anderson of New Bedford, will have a turbo charged Wolverine engine installed next month at the Hathaway-Braleigh Wharf, Fairhaven. The engine is a Model WM1197, with a 3:1 reduction gear.

Several Boats Get Radiotelephones

Whitehead Marine Radio of New Bedford recently has installed 50-watt Apelco radiotelephones aboard the *Roberta Ann*, owned by Fred Landry; the *Abram H.*, owned by William Angell; the *Mary and Julia*, owned by Otis Slocum; and the *Catherine and Mary*, owned by Ike Norton.

Inspect Freezer at Fairhaven

Members of the Legislative Committee on Conservation made a first-hand inspection recently of the Mullins Freezer at Fairhaven, in connection with a bill proposing State purchase of the plant, one of the biggest of its kind in New England. The freezer faces foreclosure by the Reconstruction Finance Corporation.

The inspection tour, headed by Senator Edward C. Stone, followed a hearing in Boston during which officials of the New Bedford fishing industry stressed the necessity of maintaining the freezer at the port.

Asked to List Names Before Sailing

Large waterproof wooden boxes have been placed on New Bedford and Fairhaven piers by the Seafood Producers Association to encourage skippers and fishermen of the local fleet to list their names and the name of their boat before leaving the port on fishing trips. Regular collections will be made by the Association, and crew lists will be compiled.

The action is a result of failure to provide adequate information to families of fishermen aboard missing craft. This information also will be valuable to the Coast Guard in the event a vessel is lost. It has been pointed out that the names of the crews of the three boats lost during the past three months were not definitely established for several days following the loss of the vessels.

Maine Shrimp Production Largest in Five Years

Sea & Shore Fisheries Commissioner Robert L. Dow reported last month that substantial catches of Maine shrimp had been made and were finding greater consumer interest on the Maine market. Dow said present shrimp catches are the largest in five years.

Maine shrimp have been very popular since the first big catch of a half million pounds was made in the New Harbor, Pemaquid area in 1945. However, since then catches have not been large enough for wide distribution throughout the State.

Reports from Boothbay Harbor and other Maine ports indicated that haddock, cod, hake, cusk, grey sole, and halibut were arriving in sufficient poundage to take care of the Lenten demand.

Feyler Plant Open for Season

Feyler's Fish Co. in Rockland opened for filleting operations of the 1952 season the latter part of March, employing approximately 40 persons at the start. Manager Richard Feyler expects that the staff will be increased as the season progresses.

The Rockland fleet landed a total of 949,400 lbs. of redfish and mixed groundfish at the Birdseye plant of General Foods during the month of March. High trawlers were the *Flow* and *Billow* of General Foods. The *Flow* landed catches totalling 296,000, while the *Billow's* total was 253,200.

The trawlers *Breeze* and *Breaker*, which were transferred to Boston for groundfishing last Fall, are expected to return to Rockland in late April.

Riviera Starts Tuna Packing

Canning of tuna started on March 15 at the Riviera Packing Co. at Eastport, and some 60 women began employment, while a 15-man maintenance force also began work. It is planned to increase the number of employees on the payroll by about 25 more workers as the tuna packing progresses.

Will not Gain from Proposed Marketing Bill

Robert L. Dow, Maine Sea & Shore Fisheries Commissioner, believes that the passage of the measure providing for the transfer of \$3,000,000 to the Secretary of Interior for encouraging the distribution and consumption of fishery products, would have no appreciable effect on Maine. If the bill were passed, the money would be used for Government purchase of surplus fishery products, such as fish, shellfish, mollusks and crustacea for distribution through Federal, State and private relief agencies.

Dow pointed out that Maine's lobster market runs into a few seasonal gluts, but has no year-round problems. He said there are not enough clams to meet the demand, and scallops are finding a ready market. Although large quantities of frozen fillets are normally held in freezers, they generally present no marketing problem.

Seafood Workers Get Raise

Officials of six Portland fish companies agreed to a five cents-an-hour wage increase and an extra week's vacation with pay for approximately 80 Portland seafood workers at a contract negotiation session with union officials last month. John Donegan, Boston, president and business agent of the Portland branch of the Boston Sea Food Workers Union, AFL, said the agreement would be retroactive to March 9, if ratified by the local union membership.

The new agreement also would allow the local fish firms to hire casual workers, under union rules, if no union workers were available. The companies agreed to a seniority clause in the contracts. It will allow straight seniority rights for persons already employed and senior-

ity according to departmental classification for those hired after March 9.

Represented at the sessions were Willard-Daggett Fish Co., Inc., Portland Fish Co., Boston Fish Co. of Portland, E. C. Palmer Fish Co., Maine Sea Food, Inc., and Ward's Sea Foods, Inc.

Feature Unique Seafood Display

The A & P Super Market in Rockland last month had a novel display for a shrimp sale. An aluminum boat, plenty of ice and a wealth of seafoods of all descriptions, neatly bedded in the ice, were features of the striking display.

Overhauled at Story Yard

The 82' Portland dragger *Andarte*, owned by Leo Mel-don and skippered by Capt. Dick Train has had her Spring overhaul at Story Shipyard, South Portland. The 83' sardine carriers *Dracula* and *Marietta*, owned by Quality House Seafoods, So. Portland, and the *Lou-Ann*, owned by Bath Canning Co. have been readied for the sardine season at Story's.

The steel dragger *Silver Bay*, Capt. Wm. Olsen, was chipped and read leaded, and had her tail shaft straightened. Four draggers which grounded in Portland harbor during the February blizzard have been on the Story railway for survey. They were the *Alice M. Doughty*, *Vagabond*, *Vandal* and the 103' *John Nagle* which is being converted from a mine sweeper to a dragger by F. J. O'Hara & Sons.

Installation of a new DH200 Lathrop Diesel has been completed by Story in the 75' sardine carrier *Black Diamond*, owned by Seaboard Packing Co. and skippered by Capt. Wellington Dick. New shaft, ventilators and One-Mile-Ray searchlight were added to the craft.

Newbert & Wallace Building Sardine Carrier

Maine Fish Meal Co. of Portland is having an 86' vessel built by Newbert & Wallace, Thomaston. She will be used as a sardine carrier and for unedible fish, and will be powered by a Model 2505 Buda 320 hp. Diesel.

Outfitting Activities

Capt. Hugo Lehtinen of Tenants Harbor has installed a new Hudson American radiotelephone in his seiner, sold by Sargent, Lord & Co.

Capt. Dan MacFarland of New Harbor has repowered his 42' dragger with a new Model 320, 110 hp. Nordberg Marlin engine with 2.5:1 reduction gear, sold by Marine Service, Inc., Boothbay Harbor.



The "Alice M. Doughty II", 85' dragger operated by The Harris Co., Portland, Me. She has a 240 hp. Buda Diesel which turns 50 x 34 Federal propeller through 2:1 Snow-Nabstedt reduction gear. The vessel also is fitted with Westinghouse Tridyne controls, Shipmate range, Jabsco bilge pump, RCA telephone, Bendix depth recorder and Hathaway winch.

Florida Shrimp Catch for 1951 Shows Fifty Percent Increase

Preliminary estimates indicate that Florida's shrimp landings in 1951 amounted to around 35 million pounds as compared with 23 million pounds in 1950—an increase of approximately 50 percent. This increase was due partially to increased fishing effort, better mapping of shrimping grounds, and more experienced fishermen. However, the most important factor contributing to the increased Florida landings was the production from the Campeche Banks located outside Mexico's territorial waters.

Florida's 1950 fishery statistical survey revealed approximately 900 fishing vessels operating in that State. Of these, 400 were shrimp vessels. Out of nine major producing counties, Monroe County landings represented nearly one-third of Florida's total shrimp yield.

To Protect Shrimpers in Mexican Waters

A Coast Guard cutter will be sent from Galveston, Texas, to patrol the Gulf waters where Florida's shrimp fleet operates and protect the vessels from seizure by Mexican gunboats.

Mexico has set her territorial limits nine miles out to sea. The United States claims three miles of "wet sovereignty," along its shores. In such territorial waters a nation claims all the sovereign rights it has on dry land, and it was on this basis that Mexico in 1950 and again this year arrested American shrimp boats which, they said, had illegally ventured nearer than nine miles to the Mexican coast in the Gulf of Mexico.

The State Department is hoping the latest shrimp boat incident will force a final decision as to the boundary of Mexico's territorial limits. The four Florida shrimpers recently hauled in by gunboats were released after the Mexican Government decided they had gone near shore to seek protection from bad weather, rather than to fish.

The shrimpers which were seized include the *Laverne* out of Fernandina, owned by H. R. Peterson; the *Surprise* out of Key West, owned by W. M. Carr; the *Wally Parnell* out of Jacksonville, owned by W. E. Parnell; and the *Endeavor* out of Miami, owned by the Endeavor Shrimp Co.

Yacht Being Converted to Shrimper

The 85' yacht *La Casita*, owned by Col. James C. Smoot of Panama, is being converted into a shrimp boat by the Marine Engineering and Towboat Corp. of Jacksonville. The vessel, built at Ft. Lauderdale in 1950, will fish South American waters.

For her new role as shrimp hunter, the *La Casita* is being equipped with a special mast, booms and a heavy duty winch to handle the shrimp net. And the luxurious staterooms and lounge are giving way to two refrigeration holds.

After being hauled aboard in the net, the shrimp will be packed immediately in five-pound boxes, which, in turn, will be packed in 50-pound containers. The containers will then be stowed in the holds for the quick-freezing operation. The two holds have a combined capacity of 1,600 fifty-pound containers, which means that the *La Casita* will be carrying as much as 80,000 lbs. of shrimp to market at the end of each voyage.

The *La Casita* has two 400 hp. Diesels that give her a cruising speed of 14 knots and a top speed of 19 knots.

New Shrimp Freezing Plant for Fort Myers

A freezing plant for shrimp with a capacity of 30,000 pounds weekly, was authorized recently by the County Commission to be set up at Page Park, Fort Myers. The plant is to be operated by P. R. Read and Kennon Boyette under the name Kleen Seafood Co.

A half-million-dollar shrimp community on the north side of the Caloosahatchee River opposite Fort Myers has been proposed as a means of preventing continued mass exodus of shrimp trawlers to Tampa.



Derald Pacetti, left, and Truman Pacetti, of Pacetti & Sons, shrimp producers and packers at St. Augustine, Fla.

The shrimp community, including 50 piers, a freezing plant, ice plant and a canning factory was proposed last month at a meeting of trawler operators, dealers, suppliers, service representatives and directors of the Lee County Chamber of Commerce.

The meeting was called by the chamber directors who became alarmed after a recent survey showed 42 large shrimp boats fishing the Campeche, Mexico, banks already had moved their base from Fort Myers to Tampa and operators of 20 others were considering the transfer.

The cost of ice and fuel has been given as the principal reason shrimp boats have deserted Fort Myers and Fort Myers Beach for Tampa. Better docking facilities and a deeper channel are other reasons.

The City Ice & Fuel Co. has announced plans to double its storage facilities at Fort Myers and increase production capacity of its local plant by 66%. This is expected to permit a further reduction in the price of ice.

Fifteen Shrimpers Operate out of Marathon

Fifteen boats, most of them from North Carolina waters, are now working out of Marathon on shrimping runs to the rich grounds off Key West. A typical skipper is 24-year-old Edward Lewis, Jr., captain of the *Carolinian*. The 110-ft. converted subchaser is bigger than most boats in the shrimp fleet, but the work Lewis and his crew performs follows a pattern of all the boats that are berthed at Marathon.

With four days of fishing on the shrimp beds, following a two-day run from Marathon, Lewis and two crewmen haul in from 3,500 to 4,000 lbs. of shrimp. The shrimp are brought back to packing plants where wives of the crewmen, youngsters in the town and even vacationers go to work cleaning them.

The shrimp are weighed, and packing house owners like Elmer Aldacosta and Bob Combs, whose firm handled one million pounds of shrimp last year, pay the captains for their load. Prices vary on the size of the shrimp making up one pound. Small ones run 46 to 60 per pound while the big shrimp average 16 to 20 per pound.

New Snow-Nabstedt Distributor

Snow-Nabstedt Gear Corp. of Hamden, Conn., has announced appointment of J. Frank Knorr Co. of Miami as a distributor for its products. The Knorr Co. will carry parts and service for Snow-Nabstedt equipment in the southern half of Florida, augmenting the present service of the Jacksonville representative, Diesel-Marine Engineers.

The J. Frank Knorr Co. has been active in the marine business since 1928. They operate a complete installation, overhaul and repair shop which enables them to give complete service on the equipment which they handle.



The 30' fishing tug "Claude S." after having just been rebuilt. Her owner is Laurence Hahnkuper of Washington Island, Wis.

Great Lakes Lamprey Control by Electricity Proves Economical

An economical means of controlling the sea lamprey has been discovered by the Great Lakes Fishery Investigations of the Fish and Wildlife Service. Two of several electrical devices show great promise and have stopped the upstream migration of spawning sea lampreys. One experimental device used on a 90' stream operated successfully on as little as two kilowatts of power (cost 5 to 10¢ per hour).

The use of electrical devices makes it possible to place under control a great many streams which by other known procedures would have required large capital outlays and large maintenance and operational costs. In addition to the electrical devices, mechanical weirs, barrier dams and inclined plane traps can be used effectively on certain streams.

This Spring a number of electrical devices will be operated for the purpose of refining techniques and procedures and especially to develop an electrical leading device capable of leading valuable fish species out of the lethal electrical field. Many species of fish can be guided whereas sea lampreys rush headlong into the electrical field until they are rendered unconscious.

In the Spring of 1953, it is expected that the work will have progressed far enough to permit installation and operation of proven control devices in streams tributary to Lake Superior. Lake Superior has the single remaining lake trout fishery.

There are reports from both Canadian and American sources that lampreys appear to be on the decline. Reductions have been observed in the number of young lampreys migrating to the lakes from the streams, in the number of adults running upstream to spawn and in the number of lamprey-scarred fish.

Bill Closes Bay Areas During Summer Months

A bill closing parts of Big and Little Bays de Noquette to commercial fishing during Summer months was given final passage March 25 by the Michigan Legislature. Backed by sports fishermen interested in maintaining walleye fishing, the measure closes two areas in the Little Bay and one in the Big Bay to commercial fishing between July 1 and Sept. 10.

Rewards for Marked Trout

The Michigan Conservation Department has advised it will continue paying \$2 and \$4 rewards for the return of marked lake trout for at least another year. A \$2 reward will be paid on small trout, and a \$4 reward on legal-size fish.

Fewer Lake Michigan recoveries—65 in 1951 as com-

pared to 427 in 1950 and 695 in 1949—may be somewhat due to the fact that no commercial nets are being specially set for lake trout in Lakes Michigan and Huron.

Bill Would Provide Funds for Hatchery

Rep. Bennett of Michigan has introduced legislation to provide an appropriation of not more than \$125,000 for helping the fishing industry in Michigan's Upper Peninsula. He specified the money should go for building rearing ponds and a fish hatchery for lake trout and whitefish on Keweenaw Peninsula in the Lake Superior area.

Griffin to Pack Smelt at Escanaba

Griffin Fisheries Co., Milwaukee, Wis., has leased a building at the Upper Peninsula State Fairgrounds in Escanaba, Mich., where they will employ about 100 persons, mostly women, in packing smelt.

Fisherman Lost in Tug Sinking

Lloyd Horton, Jr., 23, of Pentwater, Mich., drowned after being washed off the crippled fishing tug *Alice* near the harbor entrance at Saugatuck, Mich., recently. The tug, coming into Saugatuck in a severe snowstorm, was driven against the ice floes along the beach and sank after being battered by heavy seas. The owner of the boat, Ralph Cross of Cross Village, jumped to safety on the ice.

Record Smelt Take Anticipated

If smelt hauls continue to gain impetus—and fishermen think they will—1952 will compare with record smelt years of about a decade ago. Commercial fishermen on Northern Lake Michigan and Green Bay ice have been producing sizable smelt catches since January 1. The peak of the run of smelt was expected in mid-April.

Catches of whitefish and walleyes were rallying from fair to good in several sectors. In general, commercial fishing was considered good. Farther south, however, takes from Lake Michigan were only fair.

On Lake Superior ice in the western area, ice trout-bobbing operations were at their peak. Around the Apostle Islands bobbing fishermen were landing some nice catches but were hazarding dangerous ice that shifted in and out. Yields here were, generally, good.

Bodin fisheries, near Oak Island—one of the Apostles—has reported catching a 42-pound lake trout. The fish was the heaviest the Bodins have seen in 3 years, and measured 30" in girth.

In the Gros Cap area of Whitefish Bay on eastern Lake Superior ice, catches of lake trout were profitable for fishermen who used gill and trap nets and the bobbing method. Best fishing, however, was reported to be on the Canadian side of the bay.

Lake Huron commercial fishermen operating on ice in the bay areas were reported to be getting nice yields of smelt. Perch catches in the Straits region ranged from fair to good. Some open-water fishing has been started.

In Lake Erie commercial production of perch improved as the closed season approached. There was very little ice on the lake, and fishermen intend to start open-water netting operations much earlier than last year.

Raytheon Names Herndon Cleveland Manager

The appointment of Harold L. Herndon as district manager in charge of sales and service for the Cleveland District of the Raytheon Manufacturing Co. has been announced. Albert R. Wolfe, who has assisted Mr. Herndon for four years as field engineer, was made service manager.

The Raytheon Cleveland district, with offices at 902 Hanna Bldg. serves the area of Michigan, Ohio, western New York, western Pennsylvania, West Virginia and eastern Kentucky. It caters to shipping and boating industries on the Great Lakes and Inland Waterway.

Mr. Herndon, formerly service manager for the Cleveland District, is a graduate from Virginia Mechanical Institute specializing in electronics. He served for 12 years with E. I. DuPont de Nemours & Co., prior to joining Raytheon in 1943.

Virginia Association Seeks Resurvey of Oyster Districts

Ernest M. Callis of Grimstead, secretary of the Mathews County Seafood Association, has revealed that his organization will endeavor to get a resurvey by the State of the Piankatank and Milford Haven oyster districts, as was provided for by the Legislature some time ago. Members of the Mathews Seafood Assoc. have gone on record as favoring the abolishing of dredging in the Piankatank River.

At a meeting of the Association last month, Charles Thompson of Cobbs Creek, a vice-president of the organization and former oyster inspector, and Guy Armistead of Hudgins, were named to represent the Association at the meeting of the Virginia Fisheries Commission in Newport News to protest the assignment of 75 acres of oyster ground on the south side of the Rappahannock River to a resident of Lancaster County. The 75 acres extend from North End Wharf up the river a good distance, and many persons use haul seines in this area.

Hampton Roads Area Landings

The month of March marked the resumption of pound net fishing in the Hampton Roads area, and swelled overall fish production for this region to 5,129,000 lbs. This was an increase of more than a million pounds as compared to February, and a gain of better than 100,000 lbs. over March, 1951. Shad, with 206,000 lbs., was the leading item in the 311,000-lb. catch taken from pound nets. Striped bass was second, with 56,500 lbs.

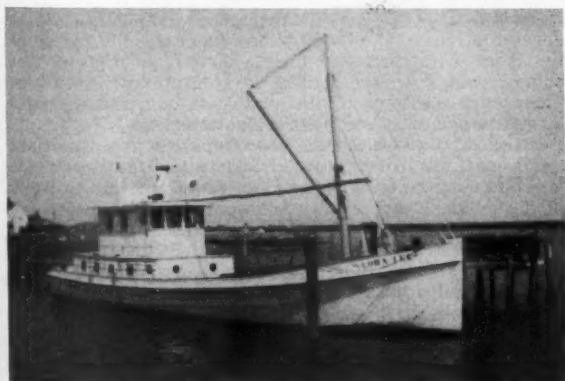
Crab Pot Season Opens

The crab pot season is now in full swing. It started on March 1, when some 30 pots were set along Tangier shores. Now approximately 2,000 pots are set, which number will increase, before the close of the season, to about 30,000.

Crab dredging closed on the 15th of March. According to the dredgers, the season has been only fair. This was due to the restrictions put on the number of barrels allowed to be caught per dredger, and the low prices paid for crabs throughout the season.

Pound Fishing Improves

Pound fishing began to pick up considerably after the end of the storms which prevailed in Tangier waters for the first three weeks of March. A small run of shad and herring entered Tangier Sound and the fish began to find their way into the few traps fishing these waters. Capt. Smith Parks, fishing two small pounds near Foxes Island, caught 10 shad, 75 rock, and 1,000 herring one day recently. Capt. Wyatt Pruitt bailed 25 shad and 2,500 herring out of two pounds in the mouth of Codd Harbor.



The 64' x 18' crab dredger "Lora Lee", skippered by Capt. William Pruitt of Tangier Island, Va., and powered by a 225 hp. Gray Diesel.



The oyster boat "Resolute" unloading shells at New Haven, Conn. The 71' x 18' x 5' craft is owned by Sea Coast Oyster Co. of New Haven, and is skippered by Capt. Charles L. Fidler. A 120 hp. Wolverine Diesel drives a Columbia propeller on the 1800-bushel-capacity boat. Socony oil is used.

Connecticut Dragger's Taking Tilefish and Fluke

Tilefish and fluke running in the 40 and 60 fathom depths of the Gully southeast of Block Island occupied the larger draggers of the Stonington fleet towards the end of March and into April.

Capt. Chick Krawiec's *Theresa* and Capt. Carl Johnson's *Russell S.* brought in the first small catches March 12. Nearly two weeks later on March 23 the *Theresa*, *Russell S.*, *Portugal*, *Old Mystic* and *Our Gang* really opened the season when they brought in 32,100 lbs. of tile and 7,700 lbs. of fluke.

A firm market which began with fishermen clearing \$57 a barrel on fluke and \$30 on tile began falling after the larger catches commenced hitting Fulton Market, and by the end of the month some tile went as low as 4¢ and fluke hovered about 12 to 14.

Capt. George Roderick unloaded 29,800 lbs., including 17,600 lbs. of fluke and 9,600 lbs. of tile, the last day of the month to make the month's high-line record.

Herring Season Ends

Herring buying came to a virtual halt at Stonington on March 17. A total of 33,900 lbs. had been purchased since March 1, and only a trickle of herring went out after the mid-month date.

Stonington draggermen called it a pretty fair season. More than 2,500,000 lbs. were caught in the two and a half months, according to the U. S. Fish & Wildlife Service.

Electronic Equipment Installed

Recent installations by York Marine Radio of Stonington include a Bendix DR-10 depth recorder on Capt. Joe Maderia's *Connie M.* of Stonington; a Bendix DR-7A depth recorder on the *Ruth W.* of Point Judith, R. I., owned and skippered by Capt. Carl C. Wescott; a loran set in the *Jacquelyn* of Point Judith, owned and captained by William Wright.

The firm also installed Model CR-103, RCA radar in the 110' lobster freighter *Perry B.*, owned by Perry Duryea of Montauk Point, N. Y., as well as an RCA direction finder. Loran went aboard the *Tip Top* of Point Judith, owned by George Gross and skippered by Capt. Eddie Silva. The *Menco*, a menhaden fishing boat operated by the new Menco concern at Point Judith, was fitted out with a Ray Jefferson 15-watt radiotelephone.

New Jersey Striped Bass Law Tightening Urged

George B. Lee, treasurer of the Commercial Fishermen's Trappers' and Land Owners' Association, has reported that he believes that if there were a striped bass law in New Jersey that prohibited the taking of bass under 12 inches and over 20 pounds, with a stiff penalty for violations, and if the streams were cleaned up to protect the spawn, the commercial fishermen and the rod and reel men would be able to fish 12 months of the year with no shortage of bass.

He stated that 100 good spawners would produce more fish than are caught in New Jersey in one year by the commercial fishermen and the sportsmen, if only one percent of the eggs grew into 4-pound fish.

He contends that sport fishermen are destroying a great many fish when they catch and save a 35 or 50-pound spawner. Lee says the commercial fishermen do not approve of this and save only those that are 12 to 20 pounds.

At the present time a study is being made of striped bass all along the Atlantic seaboard from Louisiana to Nova Scotia, and Mr. Lee suggests that sport fishermen await the outcome of this study before taking any action to stop striped bass netting.

Preparing for Shad Season

Warm weather and signs that the spawning run of the shad up the Hudson River was only a week or so away brought out the Edgewater shad fishermen the latter part of March to begin the preparation of their gear for the six-week fishing season ahead.

There are thirty boss fishermen in the Hudson River area, and veterans among them say all signs indicate a poor shad fishing season. The Spring weather thus far has not been as warm as it might be, they add, and more of the spawning fish have been venturing up other tributaries of the Hudson River.

Oyster Beds Closed

In accordance with a regulation approved by the Shell Fisheries Council, the following State oyster beds at the mouth of Mullica River will be closed for the months of April, May, October and November. The Reef, Fitney-Bit Bed, Oyster-Bed—Point Bed and that part of Turtle Island Bed which has been set apart as an oyster sanctuary. This action was taken by the Council for the purpose of conservation of about 12,000 bushels of oyster seed which were transplanted to the beds during last June and July.

As a result of action by the Council, Goose Cove Bed, a large part of Turtle Island Bed, Turtle Island Thoroughfare Bed and all the public oyster seed grounds above Deep Point in the Mullica River were opened at sunrise on April 1 for the taking of seed oysters by persons who have purchased a tongs' license.

Seeks Permission to Build Pier

The Independent Fish Co., Inc., of Barnegat has applied for a Dept. of the Army permit to construct a pier and bulkheads and to dredge in Barnegat Bay between 17th and 18th Sts., Barnegat Light.

The applicant's plans provide for a bulkhead approximately parallel to and 300 feet channelward from Bay View Ave. with returns to the mean water line, for piers extending 200 feet channelward from the bulkhead so as to form an enclosure for boats, and for dredging within the enclosure.

West Creek Closed to Shellfish Taking

The State Commissioner of Health, Dr. Daniel Bergmsa, last month condemned West Creek in Ocean County for the taking and storage of shellfish. The action of the Commissioner followed a sanitary survey of the Creek which established that the water in the creek is polluted and therefore unsatisfactory for the storage of shellfish.



The 46' fishing boat "Andrew", owned by Stathees Andrews of Cameron, La., and powered with an 88 hp. Caterpillar Diesel which swings Michigan propeller through 2:1 Twin Disc reduction gear. Other equipment includes Stroudsburg hoist, Northill anchor, RCA radiotelephone and direction finder, and Bendix depth sounder. She is painted with Pettit paint, and uses Esso fuel and lubricating oil.

Louisiana Firm Plans to Build Seafood Plant at New Iberia

Negotiations were completed last month between the port of New Iberia and F. J. LeBlanc of Delcambre, owner of the Tasty Tempt Food Co., for a 95-year lease of a 10-acre tract on the port property of the Commercial Canal.

Signing of the lease by Henry J. Bernard, president of the New Iberia Port Commission, will signal the beginning of a \$720,000 building which will have a freezing and storage capacity of 500,000 lbs. of food and which it is estimated will eventually employ approximately 300 persons.

When the plant is in full operation about 50 boats will deliver shrimp and other seafoods to it. During the past three years since Mr. LeBlanc has operated his pilot packing, freezing and distributing plant in Delcambre, he has shipped his products to every State in the Union. The new plant is expected to be ready to process the Fall shrimp run which starts in September.

Propose Seven-Member Fisheries Commission

Louisiana's Legislature, which convenes in May, will be asked to consider a proposed State constitutional amendment providing for the creation of a seven-member commission to take over the policy-making and budgetary functions of the State Department of Wild Life and Fisheries now administered by a single commissioner.

Members of the proposed new commission, with original terms of one to seven years, would be named to provide representation on the basis of one from the fur industry, one from commercial fishing (including oysters and shrimp) and five members at large from undetermined geographical sections of the state not coincidental with Congressional or other political subdivisions.

Active administration of the Department's functions would continue to be centered in one man, a director to be named and to serve at the pleasure of the Commission, which would be empowered to assume all the duties and powers now vested in the Commissioner.

Besides requiring approval by the State Legislature with a two-thirds vote, the proposed constitutional amendment also would have to be approved by the electorate in November.

Area East of Mississippi River Closed

A section of water east of the Mississippi River will be closed to the taking of salt-water game and commercial fish by means of nets and seines of every type during

the period April 1 to June 1. The step was taken for the protection and propagation of salt-water game and commercial fish, for restocking and to maintain the supply in these waters.

Waters included in the closed region are all the area of Louisiana east of the Mississippi River, lying easterly of the following two lines: A straight line beginning on the Louisiana-Mississippi boundary due north of Chandeleur Light, thence southwesterly to a point 1.0 mile northwest of the most northerly tip of Bird Island. This line marks the westerly edge of the closed area. A straight line beginning at a point 1.0 mile northwest of Bird Island (the southerly limit of the western boundary) thence extending due east to the outer boundary of Louisiana.

Demand for Shrimp Good

Louisiana shrimp production for January, as compiled by the Wild Life and Fisheries Department, is placed at 29,969 barrels, caught by Louisiana and Mississippi fishermen. One of the leading Gulf shrimp packers was out of stock the latter part of March, an experience he has never before had. Lower prices are part of the reason for the excellent movement, but a lot of the broadened demand is attributed to the national publicity given shrimp by the popular ditty, "Shrimp Boats Is A Coming."

Fishing Shows Improvement

Improvement in weather conditions throughout the South especially in the Gulf area has affected fishing in both Louisiana's fresh and salt waters. Extremely rough water in the Gulf caused by heavy and variable winds had handicapped Louisiana's offshore fishing operations and kept most of the fishing fleet at dock.

Speckled trout are being reported in increasing numbers at many points throughout the coastal marsh sections, especially in fairly deep waters where there is protection from quick changes in air and water temperatures. Some good catches have been made in the Oak River and Four Horse Lake sections in Stump Lagoon in St. Bernard Parish, and in Lake Hermitage in Plaquemines, where an abundance of small clams always have attracted drum, sheepshead and redfish. Waters east of the Mississippi including California and American Bays, Bay Gardene and Breton and Chandeleur Sounds have usually been the first sections for the migrant schools of speckles on the move. They were expected the latter part of March.

Engine Installed in New Trawler "Hilda G."

Oscar Galjour of Aransas Pass, Texas, has had a new D17000 Caterpillar engine installed in his shrimp trawler *Hilda G.*, which was recently constructed at Conrad Industries, Morgan City, La. The engine was sold by Boyce-Harvey, Inc. of Berwick.

Texas Fish Commission Making Study of Laguna Madre

The Texas Game and Fish Commission has instituted a system of projects under the direction of the Rockport Marine Laboratory to determine if and why Laguna Madre is the choice spawning and feeding ground for trout, reds, drums, and flounder on the Texas Gulf Coast.

The project's aim to find the fish, determine why they are in specific locations, and find out if similar conditions can be brought about in other bays and coastal waters. Three checking stations have been set up at good fishing locations as determined by food supplies and actual fishing conditions. A constant check is kept on water salinity, turbidity, plankton content, available fish foods, and number of fish at each station.

Due to tremendous loss of fish from heavy freezes during 1951, conditions are abnormal in the Laguna.



The 56' x 16'9" x 5'6" shrimp and oyster boat "Peck Williams", owned by De Jean Packing Co., Biloxi, Miss. Average haul of the vessel, which is powered by a 120 hp. Caterpillar D13000 Diesel, is 22 tons.

Catches are only from 10 to 20 percent of the hauls made in the Fall of 1950 before the freeze.

Bays Opened to Shrimping

Bays and inland waters were opened to large trawls on March 1, after being closed to all except bait boats with 10' trawls since December 15. Up until the last of March, commercial-sized shrimp had not come into the bays in quantities to permit profitable small-trawler operation.

Due to the shrimp shortage and unfavorable weather, very few commercial trawlers have tried to work at all. In the Port Lavaca area the total shrimp production reported was around 400 barrels for the month. A good share of these were from deep-sea trawlers. The Aransas Pass-Rockport area had less than 200 barrels from the bays while Corpus Christi Bay had no boats out. None of the small trawlers at Ingleside have left dock this month.

Total landings of shrimp at Texas ports for March were expected to be about 14,500 barrels. Of this amount 10,500 barrels were from the Brownsville-Port Isabel area, while the Aransas Pass section was second.

The red snapper catch was about 50,000 lbs. This was very good considering the weather, but was 75,000 lbs. under January.

Redfish, flounders, trout, sheepshead and drum have been scarce, with not enough being caught for local markets. Production was only about ten percent of the normal March catch. Large shipments of these fish are being imported from Mexico by way of Brownsville and Laredo.

Oyster production is up so far this fiscal year. The first five months, the production was 81,900 lbs., as compared with 18,850 lbs. the same period last year. March oyster production was 620 barrels, which came from the Lavaca and Aransas Pass areas. The total shrimp production for the first five months of this year is 50 percent greater than for the same period last year—34,753,250 lbs. as compared with 22,471,300 lbs.

Begnaud Seafoods Gets New Trawler

The Jackson Seafood Co., Rockport, has just delivered a new 70' shrimp trawler, built in their own shipyards, to the Begnaud Seafoods Co. of Rockport. The Begnaud Seafoods Co. moved from Freeport the first of the year. The trawler is complete with ship-to-shore radio, magnetic compass and range finder. She is powered with a 275 hp. Diesel.

"Halki" Makes First Trip

The new 38' shrimp *Halki* recently made her first trip out of Port Aransas under command of Capt. John Milina. The craft, which was built in Tarpon Springs, Florida, carries a crew of six.



Former Naval officer Edward Stevenson (left) of Babylon, N. Y. checking the new Viking I radiotelephone in his 46' cruiser "Sea Eagle" with Joseph S. Henry, general sales manager of Hudson American Radio Division of Claude Neon, Inc. Stevenson has embarked on a five-month expedition through the West Indies where he will chart all of the now unmarked fishing waters for sportsmen.

Electronic Navigation Devices

(Continued from page 13)

The International Ice Patrol Aircraft used the automatic tracking receiver with good results during last season's Ice Patrol. In this case two receivers were used—the automatic receiver was set up on the most rapidly changing loran line of position and the other, a standard airborne receiver, was operated on another more slowly changing loran rate. With this system much time could be saved as the plane's position was known at all times. Thus it was no longer necessary to circle icebergs while the navigator established his position. It was found that this receiver was capable of automatic operation under weak signal conditions when manual operation was almost impossible. Skywaves are usable but more care is required and the navigator must watch the scope and read the counter when both signals are normal.

The mariner now has a means to provide himself with a position with a minimum of effort and time whenever he is in an area having loran service. The basic research and engineering had been done; all that is necessary is to repack two loran receivers to provide for continuous automatic tracking of two loran rates.

Additional loran service has recently been established for the approaches to New York Harbor, Delaware Bay, and Chesapeake Bay. The eastern half of the Gulf of Mexico began receiving loran service last August. A chain of high power loran stations is now under construction in the Gulf of Alaska—the on air target date is January next.

The ground station equipment is being improved to provide more accurate and reliable service. High power is available where needed. New narrow-band transmitters have greatly reduced the interference potentialities to other services operating on frequencies adjacent to loran.

Radar as a Means of Reducing Collisions

No other device has evoked the interest and immediate acceptance that radar has on merchant vessels. Here indeed was felt to be the single-handed means to end all collisions. In some respects, radar has not lived up to these expectations. Collisions have occurred between two vessels each of which was fitted with the latest radar.

However, in order to place the proper perspective on this situation I refer you to the Proceedings of the Merchant Marine Council for September, 1951. Briefly this article reports on the number of ship collisions occurring during the fiscal year ending June 30, 1951, and points up the value of radar aboard ships.

Of the 182 collisions that occurred on all waters, 90 cases were involved where one or both vessels were equipped with radar. Attention is invited to the fact that only 9 collisions occurred where visibility was poor and both ships were radar-equipped. In the majority of the cases the collisions were directly due to human failures.

The Radio Technical Commission for Marine Services is establishing a special committee to study the matter of collisions between radar-equipped vessels. The purpose of this study is to advise the membership as to possible means to improve the above situation.

Before discussing the latest tools at hand for the mariner to improve this situation let's take a further look at what actually happens. Basically ships' officers are prone to believe that radar replaces their seaman's eye. This is not correct for many reasons, the most important of which is the fact that a radar signal does not show the aspect and other details of the target. To do this we would need a radar much superior in resolution to what is now available and practicable. In fact what we need is detail of the order of color television.

When a ship makes a course change it should be immediately apparent. Information should be made available to take the place of red and green running lights, the masthead and range lights, the silhouette of the ship and even the deck house lights. Our best radar only gives us an instantaneous range and bearing on the target. In some cases indication of the other vessel's bow and stern is visible but by this time it is usually too late to do anything about the situation.

Size of Indicator Tube Now Larger

Several improvements have been made to shipboard radars. The average size of the indicator tube has increased considerably the past two years. Some manufacturers are employing sixteen- and seventeen-inch tubes. Larger size tubes permit the navigator to obtain at a glance all of the information available on the tube and the maximum detail within the capabilities of the radar.

The minimum range of radars has been pushed down to about 50 yards thus improving safety in confined waters. The Canadian Research Council has demonstrated a low power radar with a minimum range of 10 yards. This radar uses separate antennas for transmitting and receiving.

The ability to mitigate the effects of sea and precipitation clutter has been improved. In addition to the general improvement in operation of controls for this purpose one manufacturer has come forth with a combined 3 and 10 centimeter radar so that the navigator may obtain the maximum all-weather operation on the open seas as well as high resolution in confined waters.

Some progress has been made in improving the detail or resolving power of shipboard radar by the use of new designs and larger antennas. However, we cannot get much further here without having antennas of fantastically large dimensions. Higher frequencies could be used but in this case reliability is lost as propagation difficulties, sea clutter and atmospheric absorption render the radar useless a large percentage of the time.

The general instrumentation of radar controls and lighting has undergone a steady improvement. "Feel" coded knobs, placement of knobs to improve ease and naturalness of use, and incorporating only needed controls extend the usefulness of radar. One radar provides the standard size indicator tube and in addition a small supplemental safety scope that remains at a constant range scale of 2 miles.

To provide the advantages of radar to tugs and fishing vessels and those having limited installation space a smaller, less expensive radar is now available. This radar is capable of high quality performance and reliability although the indicator tube is smaller and the maximum range is reduced.

Evaluation of Radar Information

Operators' training and experience is essential in order to obtain complete and optimum utilization of radar data,

particularly in the avoidance of collisions. Poor evaluation of radar information is probably due to lack of experience and failure to plot the movements of the other vessel. It may not always be practicable to run a radar plot and determine the other vessel's course and speed; however, officers who are trained and familiar with this technique certainly have a better understanding of the problem.

The mariner still has difficulty and needs additional help to come closer to replacing his seaman's eye. He needs identification of other vessels and targets to improve safety of navigation and to allow him to communicate directly with the other vessels. Radar aids can extend the range of radar. There are a number of devices of varying complexity already developed that show promise.

The Radar Pelorus

The radar pelorus or microwave direction finder conceived by the National Research Council of Canada, consisting of a small directional antenna, simple amplifier and headphone or meter indication, is designed to function on microwave signals such as those transmitted by radars and ramarks. It is an easy matter to take an accurate bearing on transmissions from another radar set. This tells the navigator that the other ship has an operating radar and with the bearing he can, in most cases, where several targets are on the screen, identify the target under consideration. As a further refinement, marine radars could vary the repetition rate with regard to the ship's head, i.e., the normal rate could be used when the antenna is scanning over the starboard side and the rate could be increased when the antenna was traversing the port sector. The radar pelorus could indicate the port or starboard aspect of the target by a red or green light.

The DERM or delayed echo reflector is a device which receives the radar signal, delays it awhile and then sends it back to the radar. Such a signal causes a little tail to extend back of the normal radar echo. Installation of this equipment on a target that is free of background clutter is a possible means of identification for bridge piers, breakwaters, and ships. DERM's have the further advantage of being a passive device not requiring local power for their operation.

The radar marker or ramark functions as a radar beacon in about the same way as a radiobeacon operates. The beacon transmits continuously and the navigator tunes his radar, by depressing a button or lever, to the beacon frequency. He then observes on his radar scope a beam of light extending from the center to the periphery on the bearing of the beacon.

Ramarks can be made simple and low powered for possible short distance ship application and higher powered for navigation applications requiring extension of normal radar range as well as identification. The keying rate of the ramark can be varied to provide identification among ramarks. Attention is invited to the fact that the radar must be equipped to receive on the beacon frequency. Most, if not all of the commercial radars, are designed so that such a modification can be readily installed. Three installations of ramark have been made on Atlantic Coast lightships and one on a Great Lakes light station. A West Coast lightship installation is being made.

The Coast Guard now has a number of buoys equipped with radar reflectors. The addition of reflectors can be expected to about double the radar detection range and reliability over that obtained on a regular buoy.

An interesting application of the Coast Guard reflector design was made at Long Beach, Calif. by the Board of Harbor Commissioners. A buoy reflector was installed on the Long Beach pilot boat to facilitate its positive identification in connection with operation of the shore-based radar station. Preliminary results have been gratifying as the pilot boat is now a good radar target—the radar pip being about twice the original size and the intensity shows bright at all times.

One other very important adjunct to marine safety is universality of radio telephone communication. Until masters can talk with other masters and shore points we will not be able to make the fullest use of radar equipment as a means of reducing marine casualties.

Georgia Has Best Crab Season in Five Years

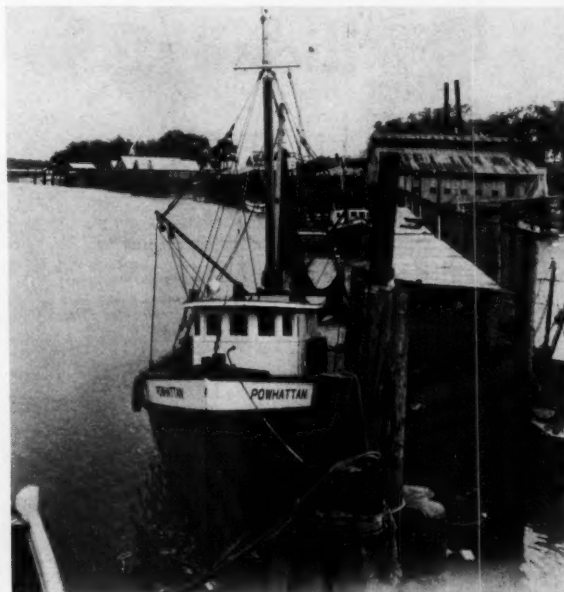
Crab fishing is continuing good along the Georgia coast after the best Winter season in five years. An estimated \$15,000 to \$20,000 a week is being paid to crab fishermen by two Brunswick plants, the Lewis Crab Factory and the Whorton Crab Plant, which has taken over the business and crab facilities of Brunswick Quick Freeze. The latter firm is concentrating its efforts in the shrimp business. The A. S. Varns Co. at Thunderbolt is the only other crab plant in Georgia. The Ploeger-Abbott Co. at Darien closed down a crab division two years ago.

Euclid Lewis of the Lewis Crab Factory, one of the largest firms in the business in the nation, said his company has been able to purchase 90% of its supplies locally. Lewis is in the midst of a construction program during which a substantial brick building will supplant the present sheet metal structure. The new building, measuring 41 x 175 ft., will be completed in about three months and will be one of the most modern around.

Progressing in Coordination of Shrimp Laws

In spite of a few setbacks, much progress is being made in coordination of shrimping rules and regulations in the South Atlantic area, representatives of the South Atlantic Section of the Atlantic States Marine Fisheries Commission reported after a meeting in Savannah on March 20. Georgia, the Carolinas, Florida and the Fish & Wildlife Service were represented at the session.

Comity agreements between States through which fees are equalized, other regulations and research reports, were discussed. George Ross, director of the North Carolina Board of Conservation and Development, who presided at the meeting, admitted that recent passage in South Carolina of legislation which tacks an extra charge on out-of-State fishing vessels has the fishermen upset a little. He expressed hope, however, that the next session of the Legislature would amend the law.



The "Powhattan", 60' shrimper owned by Louis G. Ambos & Son, Thunderbolt, Ga., and skippered by Capt. J. E. Wall. Her equipment includes D13000 Caterpillar Diesel which swings 42 x 32 Michigan propeller through 2:1 Twin Disc reduction gear, Bowers batteries, Columbian rope, Ederer nets, Stroudsburg hoist, and Roebling wire rope. She is painted with Woolsey's paint, and Esso fuel and lubricating oil are used.

No Major Repairs In Over 4 Years of Operation



The Kettenburg-built jig boat, "Pamela Sue," uses a Hallett Diesel as an auxiliary motor. Steve Prodanovich, owner, states that the motor has been in constant use for more than 4 years and has never required a major repair during this period.

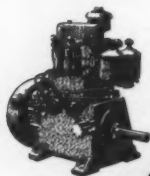
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Rhode Island Bill Would Have Fishermen Report Catches

A bill which has been introduced in the Rhode Island Legislature would require every commercial fisherman in the State to supply the State Division of Fish & Game with monthly reports of the size and kind of their catch. This information would be used by the Division as a basis for assessing the importance and health of the State's commercial fisheries. The bill also would make it mandatory for all fishermen to register their boats, seines, fish traps or other fishing gear with the Division.

A bill proposing stringent penalties, including a mandatory 30-day jail sentence for a first offense, for removal of quahogs from polluted waters was introduced in the Rhode Island Legislature on March 18 by Rep. Richard D. Windsor of East Providence. Confiscation of a fisherman's boat and a 90-day jail sentence would be the penalty for subsequent violations.

The proposed legislation also would open leased oyster grounds of the State to power dredging for quahogs at the discretion of the lease holders.

Another shellfish bill introduced in the Legislature would prevent fishermen from using a boat in digging soft clams between sunset and sunrise.

A bill introduced on March 12 would permit State Fish & Game wardens to enter any fish or shellfish plant in the State, and stop any truck, to search for illegally held seafood without a search warrant. It is intended to plug a legal loophole through which enforcement efforts of wardens have frequently been blocked in the past.

Discuss Fisheries at N. E. Council Meeting

Current developments in the international haddock-net agreement, the Point Judith, R. I. Fishermen's Cooperative and Maine's sardine industry were discussed at a meeting of the New England Council's Food and Agriculture Committee at Providence on March 20.

Francis W. Sargent, director of the Massachusetts Division of Marine Fisheries, and chairman of the U. S.-Canada commission which drew up the international pact to increase the mesh size of haddock trawler nets, estimated that "the 100 million pound George's Bank haddock catch can be ultimately increased 45 per cent by international regulation of fishing gear."

George B. Gross, manager of the Point Judith Fishermen's Cooperative, outlining the growth of that organization which was founded in 1948, pointed out that it has aided fishermen by improving marketing conditions and quality of Point Judith fish through better handling methods. Today the Cooperative ships a wide variety of fish including salmon and shrimp, operates a large packaging and freezing plant, and will soon develop a fish market route through Rhode Island to distribute the organization's own brand of frozen fillets.

George C. Seybolt, secretary of the Wm. Underwood Co., Maine sardine packers, discussing the low pack of sardines last year, predicted that the pack this year would also be low due to the continued attacks of a sardine pest.

Bill Affects Out-of-State Menhaden Boats

A bill to discourage menhaden fishing by out-of-Staters by imposing stiff license fees and limiting the daily catch per boat to 100,000 lbs. was offered last month by Sen. George M. Westlake of Narragansett. The bill would fix license fees ranging from \$100 to \$1000 a year depending on the length of the boat. License fees would be cut in half for vessels operated by Rhode Island interests or where more than 50% of the crew were residents of this State.

New Engine for Lobster Boat

Albert Swabb of Warwick has installed a new 95 hp. Nordberg Arrow engine with straight drive in his lobster boat. The engine was sold by Aspray's Boat Yard.

The first Diesel-powered lobster boat on the East Coast . . . and you can bet she carries NEW BEDFORD POT WARP



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DANA HODGKINS,
Tidal Falls,
Hancock, Maine

Capt. Hodgkins believes in having everything up to date. That's why he uses New Bedford 6th Cable Lay Copper Treated Pot Warp, both sisal and manila, for the 150 to 200 traps he fishes. Warps range from 20 to 60 fathoms, and traps are fished double-rigged in winter, single in summer.

Captain Hodgkins has been using New Bedford for more than seven years. He likes it for its easy handling, its toughness, its durability, its real economy. When you replace pot warp rigging, fishing cables, net lines or hawsers—replace it with New Bedford. You'll soon learn why more and more fishing boats are being completely fitted with New Bedford.

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New York Bills Restricting Commercial Fishermen Killed

The Horton weakfish bill, which would have put an end to haul seining in Peconic Bay, and the Fitzgerald striped bass bill, which would have made it unlawful to catch striped bass by a method other than hook-and-line, both were defeated in committee.

A delegation from the Long Island Fishermen's Association attended the hearing conducted by the Conservation Committee. W. Rodman Pell, president of the Association, was among those opposing the Horton weakfish bill. He presented the chairman of the hearing with resolutions from the Suffolk County Board of Supervisors and the Greenport Village Board of Trustees, as well as thousands of signatures of Suffolk County voters, all opposing the measure.

The striped bass bill was opposed by Mr. Pell, Ted Lester and Ken Edwards of Amagansett.

Plan Program to Clean Up Moriches Bay

Plans were announced by the N. Y. State Water Pollution Control Board on March 23 for a pilot research program aimed at cleaning up the waters of Moriches Bay on Long Island and making them fit for shellfish growing. The agency said it had given duck growers along the bay until next January 1 to find a satisfactory solution to the pollution problem their birds had caused there.

The Long Island Duck Growers Marketing Cooperative has agreed to back the project with \$12,000. The duck growers will hire an engineer and a chemist to study a number of possible solutions, including the construction of settling basins, woodland irrigation systems and chemical removal and treatment of sediment.

The Board believes it would be helpful to create by law improvement districts in the bay area, through which neighboring duck growers could construct joint treatment and disposal facilities. The Board recommended that the joint State Legislative Committee on Natural Resources study this possibility and draft a measure setting up such districts for submission to the 1953 session.

Fishermen's Association Re-elects Pell

At the annual meeting of the Long Island Fishermen's Association, Inc., held at West Sayville recently, W. Rodman Pell, head of Pell's Sea Food Market, Greenport, was unanimously re-elected president of the Association for the sixth consecutive year.

Other officers re-elected were Joseph Tuthill, Eastport, vice-president; Nelson Van Wyen, West Sayville, recording secretary; Nicholas Griek, West Sayville, secretary and treasurer.

The list of present directors was read and all were elected to succeed themselves. Others elected were: Elisha Ammon, Montauk; Philip Reinhardt, Southold; Fred Fiedler, Greenport; and Harry Burden of Orient, bringing the number of directors to 25, with a director representing every phase of commercial fishing on Long Island.

It was the consensus of the meeting that if the Association were to continue to combat an increased number of bills which would be harmful to commercial fishing, it would be necessary to increase the assessment on shipments. It was voted that in the future, shipments made in barrels would be assessed 5¢; boxes 3¢; baskets 2¢; and surf clams 1¢ per bushel.

Due to the work of the Association, the sum of \$60,000 has been allocated to the Conservation Dept. for a three-year study of fishing in Peconic Bay.

Three More Skimmer Boats

The Bluepoints Co. plans to bring three more shrimp boats from the Gulf and equip them for skimming out of Fire Island. Cliff Varin, Art Gilersleeve and Jim Tiller will bring the vessels to Long Island.



Are you still painting 2 or 3 times a year?

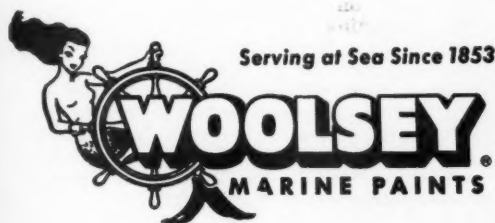
Here's a way to cut painting expense to a minimum. By insisting on long-lasting better-grade Woolsey Marine Paints, you'll be following the example of money-wise skippers everywhere. Rugged, dependable, superior Woolsey Finishes pay for themselves over and over again by keeping your boats in service much longer between haul outs and lay-ups!

WOOLSEY "TRADE WINDS" Anti-Fouling BOTTOM PAINT—Its high copper composition gives excellent fouling resistance. Has a good spreading rate—can be recoated in 3 hours, launched after 4 hours. Easy to apply—moderate in cost.

WOOLSEY SHIP & DECK PAINT—An all-purpose, durable gloss finish for every topside surface. Stands the toughest going on decks and working areas. Solid covering... in all practical colors.

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For complete information on any phase of painting maintenance, write to C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd Street, New York 17, N. Y.



Warehouses: Brooklyn, N. Y. • Plymouth, N. C. • Jacksonville, Fla. • Houston, Tex.

Norway's Cod Fisheries

(Continued from page 17)

Seines of different types have been used, but many years ago they were prohibited by law because there was no room for that type of gear on the crowded banks. In the long run, however, technical development could not be kept away from the Lofoten fisheries, and in 1951 purse seines were permitted for the first time.

A contributing factor was the greatly increased demand for fish on the world market. This made it possible to sell all the cod that could be caught on the Lofoten banks, as stockfish, dried, salted cod, or frozen fillets, at prices far higher than before the war, when not infrequently it was difficult to dispose of the large production.

Since the war, the Norwegian Directorate of Fisheries has conducted experiments on the Lofoten banks with purse seines. Widely used in the United States, these large nets or seines are designed to be set around a school of fish and so arranged that, after the ends have been brought together, the bottom can be closed.

For quite a few years, an improved version has been used in the western Norway herring fisheries and also in the northern coalfish (green pollack) fisheries. But, until recently, purse seines had not been tried in Lofoten, chiefly because of the difficulty of reaching the deep-swimming cod schools with this type of gear.

After extensive experimentation, however, scientists of the Directorate of Fisheries devised new methods of catching the cod. First, they learned how to use electronic instruments—echo sounders and asdics—as a means of locating the cod schools. And, secondly, they evolved a superior type of purse seine, equipped with special floats, which could be lowered to virtually any depth.

More Fish Caught with Purse Seines

Tests soon showed that the new method made it possible to catch enormous quantities of cod in just a few hours—

as much as 60,000 lbs. in one single catch. Considering the good prices paid for cod during the past few fishing seasons, it is easy to see the potential value of purse seining to the Norwegian fishing industry.

In the 1951 season nearly 500 purse seines were licensed for use in the Lofoten fisheries. As a result the total production increased sharply, from 72,000 tons of cod in 1950 to 115,000 tons in 1951, with about the same number of boats and men participating. The first-hand value of the cod—the money received by the fishermen for their product—rose from an estimated 41 million kroner in 1950 to 85 million kroner this year. Part of the higher value, of course, was due to the general price rise that had occurred between the two seasons, but the net improvement was beyond any doubt.

Of the 115,000 tons of cod brought ashore from the Lofoten banks in the Winter of 1951, well over 67,000 tons were caught with purse seines, as against 22,000 tons with nets, 13,000 with hand-lines, and 13,000 with long-lines. This was in spite of the fact that less than one-fourth of the total number of men and vessels were engaged in purse seining, which was started only after the Lofoten fisheries had been under way for well over a month.

Norwegian Fisheries Minister Reidar Carlsen, addressing a meeting of fishermen, stated that in coming years about 50,000 of Norway's fishermen would have to find their occupation ashore. He said this was the inevitable result of the technical advance made by the nation's fishing industry as a whole, which in turn has greatly stepped up the productivity of the individual fisherman. The meaning of such a development to the coastal population is indicated by the fact that even now no more than 80,000 Norwegians make their living exclusively as fishermen.

Norwegian authorities already have begun to pave the road for this revolutionary development. Large plants are being built in the three northern provinces, designed to process the ever-increasing quantities of fish wrested from the sea.

Equipment and Supply Trade News



John H. Sheusner



L. O. Mjolsnes

Enterprise Engine Promotes Sheusner

To meet the needs of expanding sales, Enterprise Engine & Machinery Co., San Francisco, has named their chief engineer, John H. Sheusner, to the position of head of Engineering and Manufacturing. Replacing Mr. Sheusner as chief engineer is Leonard O. Mjolsnes who will continue the design and development work fostered by the Company.

Mr. Sheusner is well established in the Diesel engine business having spent the earlier part of his life with engine manufacturers in the East. His activities with Enterprise have encompassed every manufacturing activity of the Company including recent development of a new line of marine and stationary Diesel engines.

In his enlarged activities Mr. Sheusner will retain his former interest in all development phases with special attention to correlating design, development, and manufacturing to meet the needs of expanding sales.

Mr. Mjolsnes has a well-seasoned background in Diesel engine design having spent many years in design and development work with General Motors Detroit Diesel Engine Division, Baldwin Locomotive Works, Scintilla Magneto Division of Bendix Aviation Corp., plus municipal power plant design work following his graduation from the University of Minnesota in 1935. His new duties will be chiefly concerned with further developments of Enterprise Diesel engines with supervisory handling of the other manufacturing divisions of the Company.

Heminway & Bartlett Get Patent on Nylock

A patent covering special processes involved in the manufacture of Nylock, 100% nylon twine for fish nets, has been assigned to Heminway & Bartlett Manufacturing Co., 500 Fifth Ave., New York, and Watertown, Conn. The patent covers "fish nets formed of synthetic resin strands, and strands therefor, and method of producing same." The net results are the important advantages of a stretched and stabilized twine and of a stable slip-free knot when tied for fish netting.

Heminway & Bartlett, after several years of development work, first offered Nylock on a commercial basis early in 1949 after earlier nylon nets had proved faulty because of stretch and knot slippage.

Nylock gill nets developed superior fish-catching abilities, often taking 3 to 12 times as many fish as cotton or linen nets. Other advantages recognized by fishermen include: Nylock does not need to be dried or treated with a preservative; it is unaffected by mildew, fungus growths, oil, or gasoline; it is lighter, has a relatively low degree of moisture absorption; and is easier to handle. These properties also make for a stronger longer-lasting net.

Heminway & Bartlett have extended their production to heavier twines for salmon and other heavy uses. Nylock twine is being made up for other types of netting—a seine for menhaden and a trap net for Lake Erie.

Nylock nets are now being supplied by most leading net manufacturers: R. J. Ederer and subsidiaries; The Fish Net & Twine Co.; Moodus Net & Twine, Inc.; Joseph F. Shea, Inc.; and A. M. Starr Net Co.

Universal Appoints New Distributors

E. G. Henderson, general sales manager of the Universal Motor Co., Oshkosh, Wis., has announced the appointment of several new Universal distributors. Universal is carrying out a program of expanding its distributor organization, and of providing more thorough coverage, both in sales and service, of the main commercial fishing areas.

The recent distributor appointments include J. T. O'Connell Inc., Newport, R. I.; J. T. O'Connell Co., Providence, R. I.; J. O. Neill Supply, Fall River, Mass.; Jaynes Auto & Marine Supplies, Salem, Mass.; Harry H. Johnson, Branford, Conn.; Umstot Boat and Marine Supplies, Newark, N. J.; Solasky Marine Sales, Perth Amboy, N. J.; Glenn E. Furness, Alexandria Bay, N. Y.; and Frank Del Vecchio & Son, Washington, D. C., who will distribute Universal marine engines in the Washington territory jointly with H. R. Robinson of Washington.

Raytheon "Reflection Plotter" Increases Usefulness of Radar

A revolutionary device known as "reflection plotter", which is used in conjunction with shipboard radar systems, now makes it possible for a mariner to interpret more accurately the movements of nearby vessels and lets him know in advance whether his ship is headed for clear sailing or disaster. It provides the radar with a visual course and speed recording feature that permits the navigator to keep track of all vessels within danger range, and to plot the course and progress of those likely to cross, meet, or overtake him.

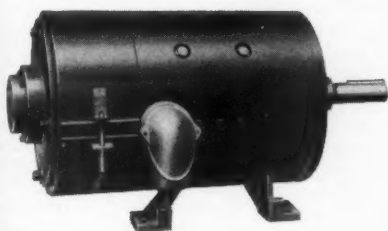
It was demonstrated recently for ship owners and members of the press at the New York headquarters of Raytheon Manufacturing Co., which developed the device. The equipment was displayed publicly March 3-6 during the annual Radio Engineering Show held at Grand Central Palace, New York, under the sponsorship of the Institute of Radio Engineers.

During the past several years, with the increased use of radar and its wider application to commercial and private vessels, it has become apparent that the capabilities of the system are far greater than their present utilization would indicate. That these potentialities have not yet been fully realized has been due, in large part, to the inability of the radar operator to remember accurately the positions of vessels detected by the ship's radar, and the absence of a quick and easy method to transfer the information provided by the radar scope—indicating the actual position of other ships—to a maneuvering board, and then to translate this information to learn their positions relative to his own vessel. This method has proved inconvenient and time-consuming, as well as involving the possibility of error.

Use of the new Raytheon reflection plotter eliminates the necessity of either remembering the information or of transferring it to a maneuvering board. This is accomplished by allowing the operator to plot the actions of the ships, in effect, directly upon the face of the radar scope.

The reflection plotter provides a plotting surface, made

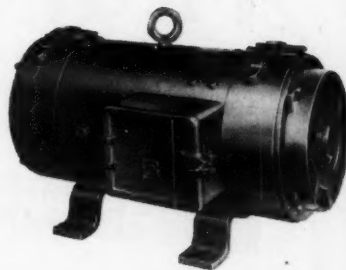
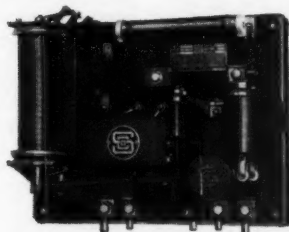
"SAFETY" Generating and Electrical Control Equipment for Ships . . .



"Safety" Regulators . . . for generator and load control and "Safety" Reverse Current Relays to automatically connect and disconnect the generator from the battery and load, are widely accepted by the marine industry.

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THE SAFETY CAR HEATING AND LIGHTING COMPANY INC.

NEW HAVEN, CONNECTICUT

"SAFETY" MARINE PRODUCTS INCLUDE: Variable and Constant Speed Generators • Generator Regulators Load Regulators • Reverse Current Relays • Motor Generators • Motor Alternators.

3 WAY PROTECTION Sawyer with SUITS

PROTECTION against moisture — 100% waterproof — made with top quality base fabric saturation-coated first and then coated with 6 coats of Neoprene Latex.*

PROTECTION against oils and greases, acids, salt water and other chemicals. Can be scrubbed in hot water or caustic solutions or dry cleaned.

PROTECTION against abrasion and wear — take endless snagging, rubbing and scraping. Won't crack, blister or peel. Its long lasting quality means greater economy.

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Styles illustrated
527 Jacket
501 Pants
557 Hat

JABSCO OF COURSE on the MARCIA SHAW



When the new 66-ft. trawler, MARCIA SHAW is in there pitching on the hurricane-shadowed Campeche run, so are the two 1½" JABSCO Bilge Pumps, one operating from the main engine power take-off and the other from the auxiliary. The record-breaking Gibbs vessel, brought through a big blow with 160 boxes of shrimp aboard, is part of the proud fleet of the Shaw Shrimp Company, Ft. Myers Beach, Fla. For Perfection in Self-Priming Pumps Just Say JABSCO.

JABSCO PUMP COMPANY

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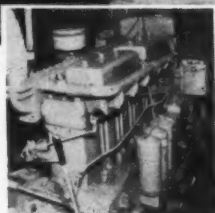
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BY H. O. PENN MACHINERY CO.

BY "CATERPILLAR" DIESELS



The 110-ft. Perry B has two, new 120 HP "Cat" D13000s turning two 42"-propellers. Owner of the trim sub chaser, turned lobster smack, is Perry B. Duryea & Son, Montauk, L. I., N. Y.



It takes good engines — "Caterpillar" Diesel Engines — to make a net profit at fishing. These husky power producers work for less — less fuel, less attention, less repair and maintenance.

That's why Perry B. Duryea & Son picked two "Cat" D13000 Marine Engines to power their converted, twin-screw lobster smack, the Perry B.

H. O. Penn Machinery Co. engineered the application . . . and our unexcelled service facilities will insure its profitable performance. Can we help you power for profit — with "Cat" Marine Engines?

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Newington, Conn.

of non-reflecting plastic, which is fitted over the radar screen. Edge-lighting around the plotter illuminates any objects placed in contact with it, so that, by using a grease pencil, marks made on the plotter become luminous. Through an optical arrangement, these notations appear as though they actually are being made on the face of the radar screen below, so that the luminous radar "pips" can be marked and their actions observed. Their movements away from the original marked positions enable the operator to determine the direction and speed of each vessel in relation to that of his own ship.

Plymouth Wall Chart for Marine Rope Users

A handy new wall chart which is available from Plymouth Cordage Co., Plymouth, Mass., is designed to help shipping, towing, fishing and shipbuilding companies to get longer, better service from the rope on hand, and to save them money in the long run on replacements.

"Treat Rope Right" says the chart, "and it will serve you well." Ten ways to treat rope right: (1) uncoil rope properly; (2) stow rope right; (3) handle hawsers properly; (4) treat bitts right; (5) avoid needless wear and abrasion; (6) avoid kinks; (7) use proper blocks; (8) reeve ropes right; (9) reverse rope ends; (10) protect rope from chemicals.

Fine for bulletin boards, warehouses, rope and sail lofts, the chart measures 15 1/4 x 21 1/4 inches.

Linen Thread Co. Building New Laboratory

A new, up-to-date laboratory is being built at the Paterson, N. J., plant of the Linen Thread Co., Inc., which will be in charge of Donald H. Spitzli, Linen Thread's director of research.

The new 14-room, fully air-conditioned building, of one story brick and glass construction, will contain a library, conference room, laboratories, offices, darkroom, microscope room, pilot plant area and a constant conditioning room in which textile testing temperatures can be closely controlled. The latest testing equipment and machinery is to be installed.

Mr. Spitzli will be assisted in the new laboratory by John A. Palmer, well known for his work in the twine and netting field. In explaining the need for the new laboratory, Spitzli said, "The advent of many new man-made fibers points to the need for extensive investigation of their uses in thread, twines and netting. The new Research Department will be active not only with synthetic fibers but with methods of processing the natural fibers to improve service life and utility, particularly resistance to deterioration from bacteria and fungi."



Donald H. Spitzli

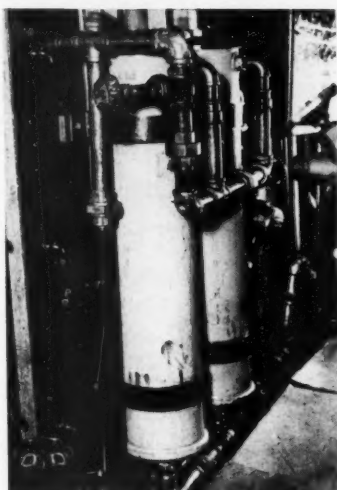
New Champion Spark Plug Bulletin

A new pamphlet offering handy data on many types of boat engines—inboard and outboard—is now available from Champion Spark Plug Co., Toledo 1, Ohio. Prepared by Champion's engineering staff, it contains an easy-to-read specification sheet showing recommended types of marine spark plugs plus proper spark plug and breaker point gap settings for boat engines. In addition it lists correct oil-fuel mixes for the various engine models, as recommended by each of the outboard manufacturers in this country and Canada.

Of special value to boat owner and mechanic alike are several charts showing heat ranges of spark plugs with accompanying hints in determining the proper type for individual engines. Instructions for correct installation of plugs also are provided.

Fram Recommends Installing Three Types of Filters on Boat Engines

The Fram Corp., Providence, R. I., one of the largest manufacturers of marine filters, recommends the installation of three types of filters for maximum protection to the engines of fishing boats. Each filter has a replaceable cartridge which is easily changed when expended. One filter removes dirt, sludge and foreign particles from lubricating oil. Another is used to clean the fuel—gasoline or Diesel—before it gets to the engine. The third is a combination filter and blower, designed to provide an adequate, constant stream of clean air to expel blow-by fumes and vapors from the crankcase.



Fram Filcron oil filters installed on the lubricating oil system of the fishing boat "Invader" out of New Bedford, Mass.

Lubricating oil picks up dirt which enters the engine from the outside, as well as small particles of metal worn off moving parts by friction. It also accumulates a sludge composed of by-products of engine combustion. This dirt and sludge, if allowed to remain in the oil, causes additional friction and wear in the engine, prevents proper cooling by the oil, and clogs up moving parts so that they do not receive proper lubrication. Oil filters remove these contaminants, leaving the oil clean and maintaining its effectiveness.

Fuel oil filters remove rust, dirt, water and other foreign particles from the engine's fuel—either gasoline or Diesel. If these foreign particles were not removed, they, too, would cause harmful friction in the engine. The water would cause rust and corrosion in the fuel system. This rust and dirt clogs up the carburetors of gasoline engines and the injectors of Diesels, causing high fuel consumption, missing, and often, engine stoppage.

The Fram filter for controlling crankcase ventilation is a new development. This positive crankcase ventilator contains a blower which provides controlled ventilation of the crankcase whenever the engine is running—whether the boat is underway or at anchor. At the same time, a filter attached to the blower makes sure that the air reaching the crankcase is filtered free of dust and dirt particles.

According to the Fram Corp., a combination filter-blower such as the one described above is very necessary. It effectively removes blow-by fumes which, if allowed to remain in the crankcase, would condense to form acids. These acids, of course, corrode metal engine parts, dilute the lube oil, form sludge, etc.

Pettit to Have New West Coast Office

Richard M. Larrabee, vice-president of Pettit Paint Co., Belleville, N. J., will move to Oakland, Calif. and establish a new Pettit office and warehouse to better serve the requirements of the Pacific Coast and Far West customers. Mr. Larrabee, who is well known to East Coast marine paint distributors and dealers from Canada to Bermuda, will head Pettit's expanded West Coast sales organization.

Prior to his joining the Pettit Paint Co. in 1946, Mr. Larrabee served in the Merchant Marine. He graduated from the U. S. Merchant Marine Academy in 1943. During the war, he served on ships in all World War areas, and at the close of hostilities, held unlimited mate's papers.

You Can Depend Upon MUSTAD Key Brand FISH HOOKS

to give you long-lasting service. There are no fish hooks to compare with them in sharpness, strength or durability. If you look upon fish hooks in the light of a business investment you will find that these well known Norwegian hooks will pay you consistent dividends in the saving of fish and fish hook replacement and repair. Ask your dealer for Mustad Key Brand fish hooks. They're the most economical in the long run.

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Shown above are The Mustad-Gravitation, Qual. No. 9353—The Mustad-Halibut, Qual. No. 9395 and the Mustad-Limerick, Qual. No. 3103.

**DON'T PASS UP
This OPPORTUNITY!**
**YOU'LL GET
SMOOTHER
FASTER - MORE
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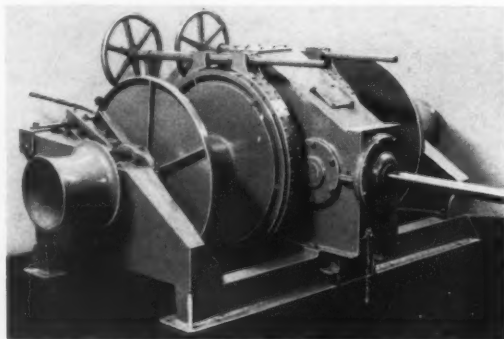
When scientifically selected to match your hull and engine. Get a FREE analysis by our propeller experts (no boat too small). See your Federal dealer or write for analysis form.

FEDERAL PROPELLERS, Grand Rapids 3, Michigan

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for all sizes and types of fishing boats



Model 639-50. Available with 18", 22", 26" and 30" wide drums.

Stern Bearings — Stuffing Boxes
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Fishing Machinery . Repairs . Service

Fuel Oil — Ice — Lube Oil

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HATHAWAY-BRALEY WHARF CO., INC.
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TOWER'S FISH BRAND LATEX * NEOPRENE



There's never been a waterproof built that affords the protection that the new TOWER'S FISH BRAND Latex NEOPRENE garments gives fishermen. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, TOWER'S Latex NEOPRENE gives fishermen who also require special protection from oils, greases and ordinary acids that extra resistance and service.

In addition to regular FISH BRAND oiled and ARROW BRAND rubber jackets, pants, three quarter coats, hats, aprons and sleeves all good dealers carry the TOWER'S Latex NEOPRENE coated garments or can get them for you.

*A chemical rubber product of the
DU PONT COMPANY.

FREE FOLDER SHOWING ALL STYLES ON REQUEST — ADDRESS DEPARTMENT AG.



Fish Landings

For Month of March

Hailing fares. Figure after name indicates number of trips.

GLOUCESTER

Albatross (1)	140,000	Little Joe (3)	6,000
Alden (2)	13,500	Lois T. (1)	13,000
American Eagle (6)	46,000		
Anna Guarino (12)	15,500	Madame X (7)	20,500
Ann & Marie (5)	4,000	Madonna (2)	13,000
Annie (2)	2,700	Malena II (5)	8,000
Anthony & Josephine (9)	13,400	Margie L. (6)	21,800
Arctic (1)	1,000	Maria Immaculata (9)	64,000
Ave Maria (2)	160,000	Marsala (2)	16,000
		Mary (11)	17,100
Baby Rose (2)	169,000	Mary & Josephine (2)	280,500
Barbara C. (1)	2,000	Mary E. (3)	8,000
Benjamin C. (1)	124,000	Mary M. (3)	8,500
B. Estelle Burke (2)	132,000	Michael F. Dinsmore (3)	200,000
Bonaventure (1)	44,000	Minkette 1st (5)	5,200
Brookline (2)	322,000	Mother Ann (2)	351,000
California (4)	69,000	Natale III (2)	23,000
Calista D. Morrill (2)	1,500	No More (4)	9,500
Capt. Drum (4)	33,000	Novelty (6)	8,700
Cara Cara (2)	221,000	Nyoda (2)	5,000
Carlo & Vince (4)	26,500		
Catherine (2)	5,000	Philip & Grace (1)	116,000
Catherine Amiraunt (1)	140,000	Phyllis & Mary (7)	47,500
Charlotte M. (2)	229,000	Pilgrim (2)	316,500
Chebeague (6)	26,500	Priscilla (5)	5,500
Cigar Joe (5)	45,000	Providence (1)	1,500
Columbia (2)	199,500	Puritan (2)	280,000
Curlaw (2)	320,000		
		Raymonde (1)	90,000
Dartmouth (1)	76,000	R. Eugene Ashley (1)	50,000
Dawn (3)	6,500	Richard J. Nunan (1)	67,000
Dolphin (2)	212,000	Rita B. (2)	93,500
Doris F. Amero (2)	106,000	Ronald & Mary Jane (2)	239,000
Doris H. (3)	7,200	Rose & Lucy (6)	68,000
		Rosemarie (2)	24,000
Eleanor (2)	16,000	Rosie & Gracie (6)	82,000
Eleanor Mae (1)	1,000		
Eva M. Martin (1)	1,000	Sacred Heart (6)	6,400
Eva II (1)	1,000	St. Anthony (1)	143,000
Evelyn G. Sears (1)	15,000	St. Francis (1)	2,000
		St. John (9)	19,200
Falcon (10)	20,200	St. Joseph (2)	11,000
Felicia (1)	133,000	St. Mary (7)	53,200
Frances R. (7)	79,500	St. Peter (5)	56,000
Frankie & Jeanne (2)	3,000	St. Providence (10)	18,500
		St. Rosalie (2)	105,000
Gaetano S. (1)	138,000	St. Victoria (2)	96,000
Gertrude E. (3)	4,500	Salvatore (2)	5,000
Golden Eagle (3)	338,000	Salvatore & Grace (4)	83,000
		Santa Lucia (8)	13,700
Hazel B. (2)	162,000	Santa Maria (1)	1,500
Hilda Garston (1)	190,000	Santina D. (3)	22,000
Holy Family (1)	100,000	Sebastiana C. (6)	89,000
Holy Name (6)	42,500	Seraphina N. (6)	69,000
		Seraphina II (6)	55,500
Ida & Joseph (5)	49,000	Skillogolee (1)	52,000
Immaculate Conception (4)	40,000	Sunlight (1)	55,000
		Superior (1)	100,000
Jackie B. (7)	53,000	Sylvester Whalen (1)	158,500
Jackson & Arthur (7)	11,000		
J. B. Junior (5)	41,000	Theresa M. Boudreau (2)	338,000
Jennie & Julia (5)	54,000	Trimembr (9)	13,200
Johnny Baby (8)	61,500		
Joseph & Lucia (1)	10,400	Victory (3)	19,000
Josie II (7)	123,000	Vincie N. (1)	70,000
June Bride (4)	16,500	Viola D. (5)	54,000
	13,000	Virginia Ann (2)	5,500
Kingfisher (1)	147,500		
Linda B. (6)	23,500	White Owl (4)	3,500
Little Flower (7)	59,500	Wild Duck (2)	243,000

WOODS HOLE

Annie M. Jackson (3)	23,200	Irene (3)	23,800
Arnold (2)	14,500		
Christine & Dan (1)	18,500	Kelbarsam (1)	500
Connie F. (1)	16,000	Lainee K. (1)	3,100
Etta K. (2)	23,800	Madeline (2)	10,500
Eugene H. (3)	62,400	Phyllis J. (1)	3,700
Gannet (1)	3,500	Santo Antonino (4)	34,500
Gertrude D. (1)	1,200		

Scallop Landings (Gallons)

Camden (1)	1,041	Empress (1)	233
Christina J. (1)	774		

NEW YORK

Alvan T. Fuller (3)	190,200	Miriam A. (1)	28,000
Beatrice & Ida (2)	58,000	Marion & Alice (3)	193,200
Buzz & Billy (1)	42,000	Norseman (2)	67,200
Catherine C. (3)	125,500	Olivia Brown (3)	216,700
Clipper (2)	110,300	Positive (3)	209,900
Edith L. Boudreau (3)	216,100	Rainbow (2)	27,000
Evelina M. Goulart (3)	198,000	Reid (1)	27,000
Felicia (2)	120,000	Richard Lance (2)	30,500
Florence B. (2)	59,800	Rockaway Belle (2)	21,000
John G. Murley (2)	117,500	Rosalie F. (3)	80,500
Joseph S. Mattos (2)	142,200	St. Rita (2)	26,000
Katie D. (4)	257,500	Sally & Eileen (3)	99,500
Lady of Good Voyage (3)	186,300	S No. 31 (2)	98,000
		Teresa & Jean (2)	79,000
		Tina B. (3)	169,000

Scallop Landings (Gallons)

Bright Moon (1)	250	Whaling City (2)	1,825
Friendship (2)	910		

STONINGTON, CONN.

America (7)	10,100	Marise (12)	7,200
Bette Ann (12)	7,800	Mary A. (12)	5,800
	*9,100	Mary H. (11)	4,700
Carl J. (1)	1,600	New England (1)	11,500
Carolyn & Gary (13)	10,200	Old Mystic (5)	25,500
Catherine (3)	600	Our Gang (2)	9,400
Connie M. (14)	8,100	Portugal (1)	4,000
	3,300	Pvt. Frank Kessler (1)	12,600
Fairweather (15)	16,400	Ranger (4)	32,600
Harold (13)	7,000	Rita (1)	29,800
Irene & Walter (13)	9,700	Russell S. (4)	24,200
	4,300	St. Peter (13)	4,200
Jane Dore (10)	5,700	Theresa (3)	26,800
	900	Vagabond (8)	4,300
Lt. Thomas Minor (13)	10,300	William B. (17)	14,400
Lindy (6)	11,200		*8,900
Lisboa (15)	8,100	Wm. Chesebrough (15)	15,900
	*2,000		*2,700

* Herring

NEW BEDFORD

Abram H. (3)	46,000	Junojaes (3)	62,000
Adventurer (4)	47,500	Kelbarsam (2)	17,200
Anastasia E. (1)	19,000	Lainee K. (1)	15,200
Annie Louise (4)	31,300	Liberty (1)	16,000
Arnold (1)	3,500	Liberty Belle (2)	24,900
Arthur L. (3)	71,000	Liboria C. (3)	34,200
Barbara (1)	7,000	Madeline (1)	3,800
Barbara M. (2)	30,500	Magellan (2)	74,200
Bernice (2)	7,200	Maria-Julia (3)	20,800
Cape Cod (1)	10,000	Martha E. Murley (3)	24,800
Capt. Deebold (1)	11,100	Mary & Joan (2)	93,000
Capt. Thebaud (1)	20,500	Mary J. Hayes (3)	173,800
Carl Henry (2)	50,000	Mary Tapper (3)	66,300
Carol & Dennis (1)	19,300	Minnie V. (3)	18,800
Chas. E. Beckman (3)	27,100	Molly & Jane (3)	40,200
Connie F. (1)	15,000	Noreen (2)	133,500
Dauntless (5)	65,700	Pauline H. (2)	176,200
Doris Gertrude (3)	25,700	Phyllis J. (3)	20,500
Driftwood (1)	6,100	Pihasca (1)	8,500
Edith (2)	15,500	Plymouth Belle (1)	9,200
Elva & Estelle (2)	19,300	Princess (1)	37,000
Etta K. (1)	23,200	Reneva (1)	7,400
Eugene & Rose (3)	41,500	Roberta Ann (2)	43,500
Eunice-Lillian (2)	36,500	Rose Jarvis (1)	5,900
Falcon (1)	2,600	Rosemarie V. (2)	48,200
Frances & Warren (1)	6,700	R. W. Griffin, Jr. (2)	56,500
Gambler (3)	26,200	St. Ann (2)	31,700
Gannet (2)	26,200	Sea Hawk (2)	41,200
Gertrude D. (1)	25,000	Shannon (1)	19,000
Gloria F. (3)	81,500	Solveig J. (3)	130,500
Growler (2)	32,500	Sonny & Joyce (1)	4,200
Harmony (3)	48,400	Sonya (3)	43,800
Helen B. (3)	26,500	Stanley B. Butler (3)	243,500
Hope (4)	31,800	Teresa & Jean (1)	10,000
Hope II (3)	38,500	Three Pals (3)	29,200
Invader (2)	37,800	Venture 1st (3)	94,900
Ivanhoe (3)	43,500	Victor Johnson (3)	33,000
Jacintha (1)	28,000	Viking (3)	72,800
Janet Elise (3)	14,200	Virginia (2)	108,100
Jennie M. (1)	5,200	Whaler (4)	73,700
Jimmy Boy- (1)	10,500	Winifred M. (1)	8,900
Julia K. (1)	11,000		

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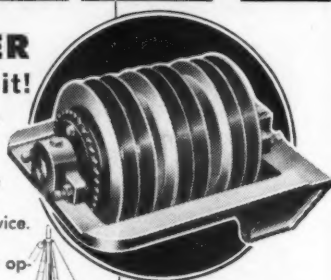
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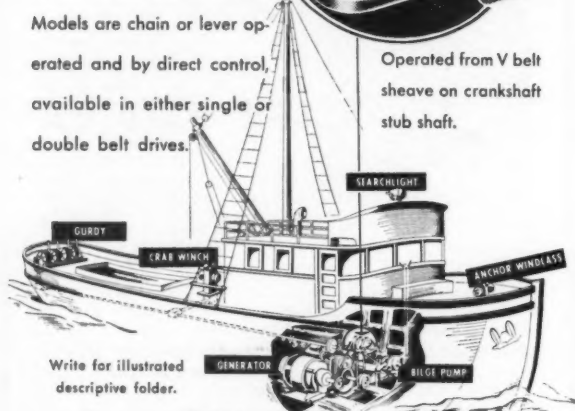
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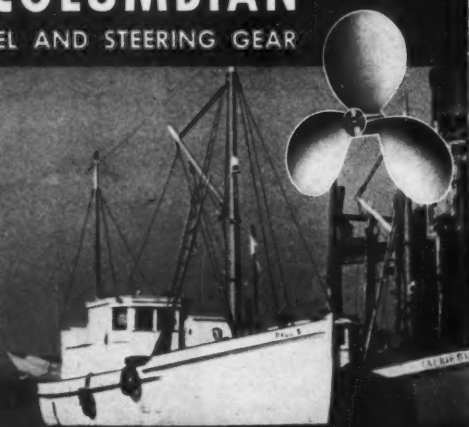


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New Bedford Scallop Landings (Gallons)

Agda (1)	222	Maridor (1)	1,022
Alpar (1)	167	Marie & Katherine (1)	611
Amelia (2)	1,643	Marmax (1)	1,125
Antonia (1)	300	Mary & Julia (2)	1,550
B & E (1)	333	Mary Anne (2)	1,466
Bobby & Harvey (2)	1,489	Mary Canas (2)	1,350
Brant (2)	1,680	Mary E. D'Eon (1)	533
Bright Star (2)	1,722	Mary J. Landry (1)	455
		Moonlight (2)	1,655
Camden (1)	556	Nancy Jane (2)	1,650
Carol & Estelle (2)	1,940	Nantucket (2)	414
Catherine & Mary (2)	1,905	New Bedford (2)	1,569
Charles S. Ashley (2)	754	Newfoundland (2)	2,250
Christina J. (1)	944		
Dorothy & Mary (1)	1,022	Olive M. Williams (1)	611
Eleanor & Elsie (1)	400	Porpoise (3)	2,902
Elizabeth N. (1)	1,000	Red Start (3)	2,947
Ethel C. (2)	1,750		
Fairhaven (3)	3,200	Sea Hawk (2)	1,155
Fleetwing (2)	1,800	Sea Ranger (1)	856
Francis J. Manta (1)	533	Smilyn (1)	667
Friendship (1)	250	Sunapee (2)	1,411
Janet & Jean (1)	900	The Friars (1)	900
Jerry & Jimmy (2)	2,033	3 & 1 & 1 (1)	353
Josephine & Mary (2)	2,122	Ursula M. Norton (3)	2,803
Kingfisher (2)	2,125	Virginia & Joan (1)	722
Linus S. Eldridge (1)	1,000	Vivian Fay (3)	3,383
Lubenray (2)	1,155		
Malene & Marie (2)	1,850	Wamsutta (1)	444
		Wm. D. Eldridge (2)	2,250
		Wm. H. Killigrew (2)	1,633

BOSTON

Acme (1)	400	Maine (2)	180,100
Addie Mae (5)	8,500	Margaret Marie (2)	9,500
Adventure (2)	163,500	Maria Christina (3)	11,800
Agatha & Patricia (3)	90,500	Marietta & Mary (2)	36,000
Alphonso (1)	3,300	Maria Stella (1)	100,300
Angie & Florence (2)	9,900	Marsala (1)	16,500
Annie & Josie (6)	12,500	Mary & Jennie (7)	18,000
Arlington (2)	415,000	Mary & Josephine (1)	69,000
Assertive (2)	216,900	Mary M. (1)	11,700
Atlantic (2)	254,200	M. C. Ballard (3)	289,800
Ave Maria (7)	79,200	Michael G. (4)	9,300
		Michigan (2)	265,800
Barbara C. Angell (3)	361,600		
Bay (3)	415,500	Nancy B. (4)	66,700
Benjamin C. (1)	194,000	Natale III (1)	25,200
Bonaventure (1)	66,500	Neptune (2)	268,500
Bonnie (2)	360,900	Nova Antonio (4)	14,700
Bonnie Lou (2)	207,700		
Breaker (2)	258,300	Ohio (2)	224,000
Breeze (2)	266,700	Olympia (4)	73,000
Brighton (2)	224,800	Olympia LaRosa (4)	153,500
Calm (2)	272,200		
Cambridge (3)	349,700	Pam Ann (2)	200,900
Carmela Maria (2)	10,700	Phantom (3)	433,800
Catherine Amiraull (1)	145,000	Phillip & Grace (1)	123,500
Catherine B. (Drag'r) (4)	142,000	Plymouth (2)	187,300
Catherine B. (L. Tr'ler) (5)	28,500	Princess (6)	14,500
Catherine T. (2)	82,000		
Comet (2)	346,300	Quincy (2)	308,300
Crest (2)	351,600		
Diana C. (3)	50,400	Racer (1)	139,500
Dorchester (2)	246,700	Raymonde (1)	42,000
Drift (2)	479,700	Red Jacket (2)	418,700
		Robert & Edwin (4)	3,900
Eddie & Lulu M. (4)	4,400	Roma (1)	1,700
Elizabeth B. (1)	78,000	Rosalie D. Morse (1)	100,000
Emily Brown (2)	306,500	Rosie (6)	14,600
Esther M. (2)	328,600	Rush (2)	293,900
Estrella (2)	333,000		
Famiglia (2)	23,800	Sacred Heart (6)	10,200
Felicia (1)	193,000	St. Anna (6)	29,200
Florence & Lee (2)	264,000	St. Francis (3)	18,700
Flying Cloud (3)	574,300	St. Joseph (3)	85,000
4-C-688 (3)	14,600	St. Michael (4)	15,200
4-G-370 (6)	27,300	St. Nicholas (1)	103,000
4-G-673 (5)	22,600	St. Peter II (2)	220,200
4-G-688 (1)	3,300	Salvatore & Grace (1)	17,200
4-H-823 (5)	37,200	San Antonio II (6)	43,200
4-R-630 (4)	13,800	San Calogero (8)	11,900
Francesca (5)	28,500	Santa Maria (4)	46,300
Frances L. McPherson (2)	256,500	Santa Rita (6)	41,500
		Santa Rosalia (6)	27,600
Hilda Garston (1)	138,300	Sarah M. (1)	3,800
Holy Family (1)	94,600	Savoia (7)	52,900
J. B. Junior (2)	208,000	Six Bros. II (1)	3,800
Joseph & Lucia (1)	99,700	Sunlight (1)	129,000
Josephine F. (5)	27,900	Surge (2)	392,000
Josie M. (2)	5,300	Sylvester F. Whalen (1)	141,500
Julie-Ann (1)	124,000		
Killarney (1)	71,400	Texas (2)	240,900
Kingfisher (1)	130,000	The Albatross (1)	92,000
Leonard & Nancy (2)	131,100	Thomas Whalen (3)	318,700
Linda & Warren (1)	11,100	Triton (2)	292,200
Little Nancy (4)	93,700		
Little Sam (2)	23,500	Virginia (1)	65,000
Lucky Star (2)	172,000	Wave (2)	294,800
Mabel Mae (2)	218,700	Weymouth (2)	221,500
Madonna Di Trapani (6)	16,000	Wm. J. O'Brien (3)	429,100
		Winchester (3)	524,500
		Winthrop (2)	220,800
		Wisconsin (3)	462,400
		Yankee (2)	45,900

PORTLAND

Agatha & Patricia (1)	700	Notre Dame (1)	12,600
Agnes & Elizabeth (2)	91,600	Pocahontas (1)	15,900
Althea (2)	39,000	Polaris (1)	71,900
Andarte (1)	98,200	Queen of Peace (3)	50,200
Arabo (2)	69,000	Rhode Island (1)	48,100
Ariel (3)	8,400	Richard Nunan (2)	80,800
Carolyn & Priscilla (4)	126,400	St. George (2)	400,500
Clara Louise (2)	96,000	Silver Bay (1)	97,400
Courier (2)	85,900	Theresa R. (2)	199,800
Crescent (3)	20,900	Thomas D. (1)	87,400
Eagle (1)	8,100	Thomas J. Carroll (1)	34,500
Elinor & Jean (4)	76,600	Trinity (1)	22,000
Ethelina (3)	102,700	Vagabond (3)	167,000
Geraldine & Phyllis (2)	101,600	Vandal (2)	117,700
Louise (4)	181,900	Vida A. (1)	3,900
Lucy Scola (5)	30,600	Villanova (2)	84,800
Nora Sawyer (6)	12,000		
Scallop Landings (Gallons)			
Adele K. (1)	1,111	Monte Carlo (2)	2,150

Herndon Is Progressive

(Continued from page 15)

port the boxed shrimp to the U. S. Cold Storage Co. freezer at Port Lavaca, Texas, where a representative of a Chicago firm contracts for the amount of shrimp desired by his company. Herndon also sells to markets in New York.

The 40' x 20' white-tiled retail market sells various marine products besides shrimp. Local hotels and restaurants are a ready market for shrimp and fish, and fish also are sold wholesale if the supply is sufficient. Herndon's retail market is supplied with ice made and flaked by his own machinery. Some 2,000 lbs. can be turned out per day.

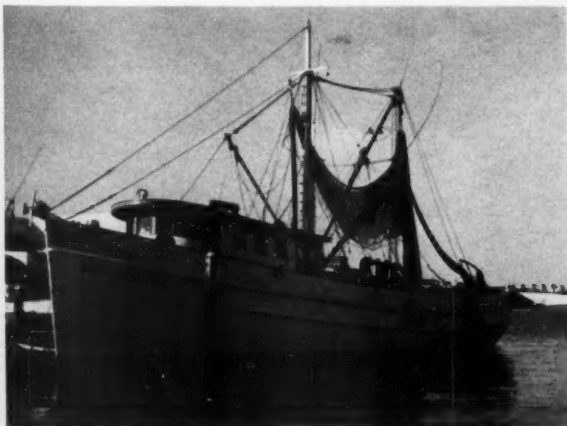
Owens Seven Shrimpers

There is activity at Herndon's plant even if his seven shrimpers aren't in, since he unloads for and sometimes buys from 10 to 15 independent boats. As a result, there is a large turnover of headers besides the 35 steady employees on the payroll.

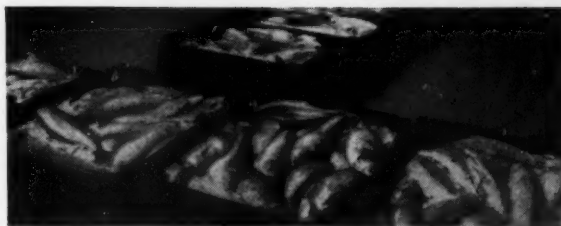
Latest addition to the Herndon fleet is the *Southern Star*, built by Francis Brander of Biloxi, Miss. Brought to Corpus Christi about three months ago, her first run was made shortly after the Christmas holidays.

The *Southern Star* is 72' x 22' x 9', has a Metal Marine automatic pilot, and is powered by a Series 110 General Motors Diesel, rated 275 hp. The shrimper's 4-blade, 52 x 44 Columbian wheel turns on a 3½" Monel shaft through 4½:1 reduction gear. Other equipment includes Bendix depth recorder, Stroudsburg hoist, and 150-watt radio-telephone. Direction finder is to be added later, and soon will be standard equipment on new boats making the Yucatan run.

The *Southern Star* has hot and cold running water,



Newest addition to Herndon's shrimp fleet is the 72' x 22' x 9' "Southern Star" which was built by Francis Brander at Biloxi, Miss.



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RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" Jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT

(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.

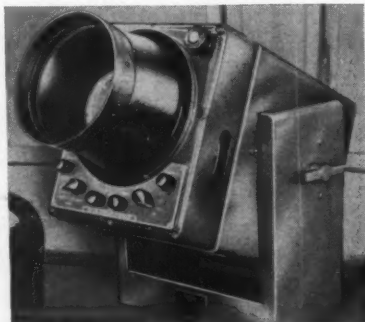
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grease-resistant inlaid linoleum and venetian blinds. Skipper Topham, who is in charge of a crew of two, believes she is the only shrimp boat along the Gulf Coast with blinds. The shrimper's fuel tanks have a capacity of 6,000 gallons, giving the vessel a range of approximately 7,200 miles. Sister ship to the *Southern Star* is the *Southern Hope*, which is two months older but identical in construction.

Smallest shrimper in the fleet is the 42' *Victory*. She has a 110 hp., Model 4-71 General Motors Diesel. Other equipment includes 100-watt radiotelephone.

The *Southern Pride* is 56' x 16.5' x 6.5', and power is supplied by a 165 hp. General Motors Diesel with 46 x 40 Federal propeller which turns through 4.5:1 reduction gear.

The 65' *Southern Glory* is powered by a D17000 Caterpillar Diesel. She has a Bendix depth recorder, and was built in Morgan City, La. Another Morgan City-built shrimper is the 59' *Southern Joy* which is powered by a D13000, 120 hp. Caterpillar Diesel. She has a Submarine Signal depth recorder.

The *Texan* is 65' x 19', and has a 150 hp. Murphy Diesel and Bendix depth recorder. This boat, and the *Southern Glory* and *Southern Joy*, all have 100-watt radiotelephones.

Three Friends, Inc. own the *Three Friends*, a 63' x 19' shrimper with a D17000 Caterpillar Diesel. Gene Hamon is vice-president; Lew Borden, secretary-treasurer; and Sydney Herndon, president. Brander Shipyards is building another trawler, identical to the *Southern Star*, for the Three Friends, Inc., and this vessel is to be ready around June 1.

In 1948 when Sydney Herndon was president of the Junior Chamber of Commerce, businessmen voted him Corpus Christi's outstanding young man of the year. One year remains of his three-year term as a City Council member. Herndon's greatest desire is to see Corpus Christi enlarge and develop its base of operation for a fishing fleet.

Book Gives Naturalist's Picture of Ocean Life

"Under the Sea-Wind", which is a naturalist's picture of ocean life, has been published by the Oxford University Press, 114 Fifth Ave., New York 11, N. Y., and can be obtained for \$3.50. In this book, Rachel L. Carson brings the special mystery and beauty of the sea before the reader as the backdrop for her portrait of the birds and fishes that inhabit the eastern rim of our continent.

In a series of descriptive narratives unfolding the life of the shore, the open sea, and the sea bottom, the author, who is editor-in-chief of the Fish & Wildlife Service, begins with the deep hush of a Spring twilight along the North Carolina coast where the night-sounds of the water are the only intrusion on the stillness.

In Book Two the life of the open sea is depicted in the life cycle of Scomber, the mackerel. Life, for Scomber, is a miraculous victory over the capricious wind which carries him as a larva into waters where food for young fish is scarce and hungry predators abundant, and over the larger sea animals who pursue him even before he emerges from a floating defenseless egg.

Book Three encompasses the life of Anguilla, the eel, whose habitations include the gently sloping sea-bottom that forms the rim of the continents, the steep descent of the continental slopes, and finally the abyss itself. Anguilla's life begins in the far tributaries of a coastal river, where the eel spends most of its adult life; in Autumn the spawning migration takes the eels to the coastal waters, from where they go on to an abyss near the Sargasso Sea, to spawn and to die.

"Under the Sea-Wind", Miss Carson's first book, first was published in the late Fall of 1941. It received critical acclaim comparable to that which greeted Miss Carson's recent National Book Award winner, "The Sea Around Us."

Canadian Report

By C. A. Dixon

Dragger Fleet Enlarged

One or two draggers were built in Northern and North-eastern New Brunswick only a few years ago to try out the dragging method of fishing in comparison with the old-time vessel fishing. It was a success right off the bat, and last year the Gloucester County fleet numbered 22 modern draggers. To this fleet will be added this Spring 10 more draggers, making 32 in all, according to E. J. Mallett who reports the rapid progress made in that area. Each dragger can land as much as 80,000 pounds of fish at one time. Fish companies are building new additions to their plants in order to permit the handling of the big catches expected when the fleet goes into action around the last of May or the first of June.

New Plants at Shippegan

A new cold storage plant at Shippegan, known as the Shippegan Cold Storage Co. Ltd., has been built and will be ready for handling the early run of herring. The plant will employ the most modern methods of quick freezing. Its capacity is placed at 15,000,000 pounds annually, and can be increased to 25,000,000 pounds.

Another important development at Shippegan is the building of a reduction plant to take care of fish refuse and unmarketable fish. This is owned by the Monarch Cold Storage Co. Ltd., and will be ready for the opening of the Spring fishing season. The building is 60 feet long and 50 feet wide. Fish meal and fertilizer will be manufactured. A new boiler has been installed which will furnish power enough to process 100 tons daily.

Depletion of Clam Beds

In southern New Brunswick, clam production has fallen off, and the claim is being made by canners and others that over-fishing is the cause of the decline. A St. Stephen, N. B., man says that the shuckers (those who ship clams in the fresh state in containers) are digging on every flat, and taking clams of every size, many of them so small that they are of little value except to fill up the measure. Established small canneries are unable to obtain sufficient clams to remain in operation. The clams are being shipped out of Charlotte County. It is proposed that a closed season be placed on digging.

Weir Building

Weir building is in full swing in southern New Brunswick. Already several weirs have been repaired and are ready for the Spring school of sardines when it strikes in the Passamaquoddy Bay region. Sardines in quantities sufficient to keep the Canadian factories operating are being caught by purse seiners at Saint John, N. B.

Experimenting with New Scallop Net

Experiments designed to improve scallop fishing methods by allowing young scallops to escape the drag nets used to bring the shellfish to the surface are being tested, it has been announced by Dr. A. W. H. Needler, chief of the Atlantic Biological Station of the Federal Department of Fisheries.

The tests are taking place off Digby, N. S., in the Bay of Fundy, where Canada's largest scallop beds are fished.

Dr. Needler pointed out that it was not practical to enforce a size limit, since scallops were shelled at sea. Research had indicated, however, that by changing the size of the wire rings which compose the drags or nets used to rake the scallops from the bottom, it was possible to allow young and immature scallops to escape. Dr. Needler said this would make possible better maintenance of the beds.



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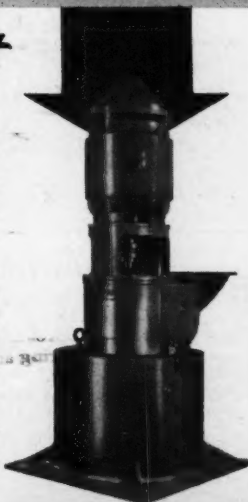
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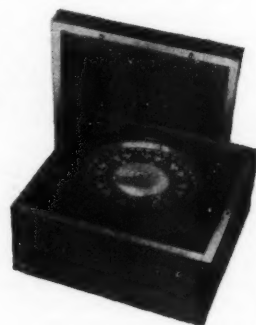
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THOMASTON, MAINE

Alabama Engaged in Extensive Oyster Transplanting Project

As a result of the closing of part of Mobile Bay to oystering, an extensive program of replanting oysters outside the closed waters was projected on March 24 to help alleviate hardships to the seafood industry. The Conservation Department plans to transplant more than 100,000 barrels of seed oysters, in addition to planting of shells outside the banned area.

A union official estimated last month that 3000 Mobile Bay seafood workers had been thrown out of employment as a result of a State Health Department order closing about one-third of the oyster reefs in this area to tonging. Dr. D. G. Gill, state health officer, said that the order did not affect other seafood such as shrimp, fish and crabs because they move around continually.

The seafood union has hired James Nelson Gowanloch, biologist for the Louisiana Department of Wild Life & Fisheries, to make an independent survey of bay waters.

Mississippi Shrimp Industry To Be Featured in Movie

E. A. Macklow of the Fish & Wildlife Service was in Biloxi last month completing arrangements for the selection of locations to be used in "shooting" the scenes of actual shrimp production for inclusion in a forthcoming sound motion picture to be shown throughout the United States.

The 16 mm. color picture will be approximately 30-minutes in length, and will be available free through approximately 65 film libraries in the country. In addition to being shown it will probably be televised over most of the TV stations within the first year after its release.

The picture is to be produced by the Fish and Wildlife Service with the cooperation of the shrimp industry of

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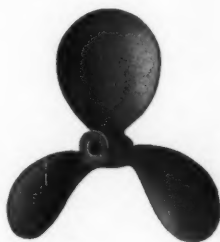
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Mississippi, Georgia, Alabama and Louisiana. The Government is putting up \$5,000 of the cost, the remainder to be contributed by members of the industry in the States concerned, in amounts proportionate to their production. One member of the industry in each State is on the motion picture committee.

A. O. Soares, Biloxi Canning Co. executive, is the Mississippi representative. Mr. Soares has organized the shrimp industry in Mississippi and with the help of the Biloxi Chamber of Commerce, has completed an agreement with the Government which will assure the State's participation in the picture.

"Cap'n Bill" Has Twin Engines

(Continued from page 19)

The hull lines of the *Cap'n Bill II* are similar to those of the sardine carrier *Jacob Pike*, which was designed and built by Newbert & Wallace. However, the new vessel is deeper and her sheer has been raised 18 inches. A whaleback has been added and there is an 8" break in the after deck.

She is ruggedly constructed, having double 4" sawn oak frames on 16" centers, 2 1/4" oak planking and 2 1/4" pine decking. The house is sheathed with plywood and the fo'c's'le is finished in cypress.

The vessel has 3 fuel tanks either side of the engine room which carry a total of 4300 gals., and a 500 gal. tank under the whaleback for the No. 10350 Shipmate oil-burning galley range. A 500-gal. fresh water tank is located under the fo'c's'le floor.

Auxiliary power is furnished by a Model AV2, 2-cylinder Petter Diesel unit, operating a 32-volt generator and bilge pump, sold by Atlantic Equipment Co., who also supplied the switchboard.

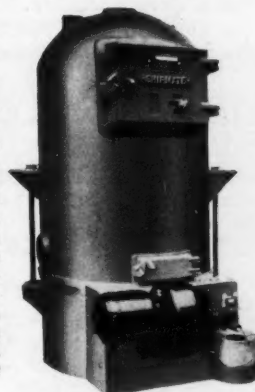
Navigating instruments comprise a Bendix depth recorder, RCA radiotelephone, Marine Compass Co. 6-inch float type compass, Cape Cod Navigator direction finder and loran.

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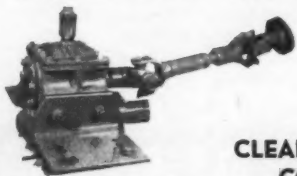
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Vineyard Bailings

By J. C. Allen

The first day of Spring has come and gone, and the season is advancing, mighty fast in some respects. Traditionally, it is said that hope springs eternal in the human breast, and this applies more especially to Spring according to the high-powered philosophers. But we dunno. We sometimes suspect that we were born on a squally morning when the glass was low and the sky overcast.

This year of our Lord we are due to have the legal length of our lobsters lengthened. Maybe it will work out exactly as the gang in Boston hope for, but we doubt it. Aside from putting every lobsterman out of business, who fishes south of Cape Cod, we can't see what effect it will have in these bearings.

The argument which has been advanced, that lengthening this minimum will allow the "shorts" to spawn at least once before they are large enough to take, is hokey so far as these waters are concerned. No man of our acquaintance, and we know a few, has ever taken a short lobster in Buzzards Bay, Vineyard Sound or the bearings sou'-west of Nomans, that was carrying spawn. To the east'erd we know it is different. And we can guess why. Lobsters don't grow as fast. They are older before they reach the legal limit in those waters.

Just what this is going to amount to unless Maine and the Provinces change, we would like to inquire. We haven't heard a peep out of our State capitol, and we don't expect to unless Maine and Nova Scotia fall in line. Judging from what Maine did a year ago we wouldn't bet too damned much that they will do any such thing, and we agree with the legislator who was quoted a year ago when he said it was a "dealers' bill".

So far as we know now, the law has upped the length a sixteenth of an inch as of January first, and it is due to go up another sixteenth. That will make the length, "minimum carapace", 3¼ inches. Well, praise be to Allah, that is the way to promote the industry! Like hell!

We know what could be done, so does every lobsterman, and so, for that matter, does every legislator who comes from tidewater. But those men are not the ones who make the laws, and that is one reason why lobsters are scarce after 65 years of "conservation" laws.

Laws may not do any good today, either pertaining to lobsters or fish. Again we dunno. We witnessed a phenomenon, a few weeks ago, which supports the notion of a good many thinking men; that is, that the water temperatures are responsible for much of the grief that has afflicted the sea-skimmers of these bearings.

There have been areas, inshore, that have had no fish on them for a year or two or three. Certainly nothing could be taken there at this time of year. Well, following three Winters with no cold, no ice and no snow to speak of, we had close to two feet drop on us in a week's time, and in two all-out storms. It didn't remain on the ground any time at all, but it chilled the water tremendously, and this is the odd thing about it.

The path of the storm, out of the nor'-east, was narrow and sharply defined. In fact, all the storms we have had of late have been of this pattern. Now when the storm was over we had the curious effect of a narrow streak of cold water running off toward Greenland, with warmer water on each side. Fishermen who prospected in this cold streak found cod, and a darned good number, where they haven't taken cod before in a couple of years. Small pods, but fairly well bunched, had come right in close to land, following this cold water, and for a few days the fishing was good.

We couldn't see how this low temperature could be maintained, and we watched developments to see what happened. Well, we got a couple of stiff breezes, and, of course, the tides performed as usual. On the 12th and

13th of March we got some official ocean temperatures. The temperature was well above freezing on the 12th, but on the 13th it was up to 38 and still climbing at better than a degree and a half a day.

We also noticed that before the first snow in late February lobsters were crawling and potting, which is not the sort of thing our gang is accustomed to at this time of year. They knocked off and went into the mud when the snow came, but they have begun to crawl again.

What we wonder is this: are things working out so that we must do our lobstering in Winter, and haul the gear out when the weather gets hot? It might not be any hardship at all, but it certainly would be different, and we suppose that no one will know unless someone gambles the gear and effort to find out. But so help us, it looks as if this might be part of the answer.

It seems to us, as we view things from our pierhead location, that there could be a hell of a lot closer relationship between the fisheries and the Oceanographic Board. And it seems to us that if this could be brought about, some dividends could be drawn by some of the gang. Our theories are based on what we hear from the fishermen, and what we learn from the Oceanographic people. The combined stories sound and read a hell of a lot different than when you get 'em separate and keep 'em so.

Provincetown Fleet Gets Another Large Dragger

Another large fishing dragger, the 72-ft. *Little Sam*, registered out of Boston, has joined the Provincetown fishing fleet and will operate under Capt. Edmund Gill. The *Little Sam*, which is 24 years old, is the former *Fannie Hickey*, which fished out of Boston for many years. She is the longest vessel in Provincetown.

The dragger has a capacity for 65,000 lbs. of fish, iced down, and has a large fo'c's'le and holds 11 bunks. She also has all modern equipment and safety devices, such as radio, radio compass and depth finder.

An interest in the Provincetown fishing dragger *Cap'n Bill* has been purchased by Joseph E. Macara of Provincetown. Mr. Macara, who operates Lands End Marine Supply, Inc., has bought out the interest of Antone Duarte, Jr. and Charles Beckley who, with the vessel's skipper, Capt. Edgar W. Francis, Jr., formerly owned all the stock. The vessel will continue to operate out of Provincetown with the same skipper.

Scallop Beds Bothered by "Coots"

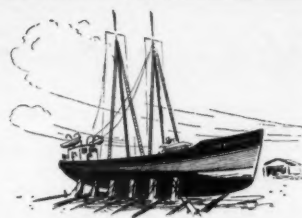
The Provincetown Shellfish Committee, which has jurisdiction over the extensive scallop beds in Provincetown Harbor, has had its work cut out for them during this past season trying to rid the area of "coots", which prey on the scallops by diving for them from the surface. The Committee has had some success in scaring off the birds with the use of a type of rocket. The area has been closed this season, to allow the scallops to grow to maturity for next season.

Wellfleet's shellfish season, particularly in scallops, has been one of the worst on record, with few of the small shellfish to be found where they usually are in abundance.

Increase Nantucket Scallop License Fee

A large delegation from the Nantucket Fishermen's Assoc. attended a meeting of the Selectmen last month at which the Selectmen voted to increase the commercial scallop license fee from \$5 to \$20, to terminate the quahog cultivation program on April 30 and to have the town shellfish officer obtain advance information regarding the harbor channel dredging, so the seed scallops might be removed in ample time.

Charles L. Wheeler, State biologist and representative of the Dept. of Conservation, was present to answer questions by the fishermen. Samples of transplanted seed scallops were exhibited to show the value of this phase of the program. In some cases it was estimated that propagation had been increased by 100%.



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Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
*Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

RANGES—Galley

*"Shipmate": The Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.
Snow-Nabstedt Gear Corp., Weldon St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
*G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

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SHIPBUILDERS

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Diesel Engine Sales Co., Inc., St. Augustine, Fla.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
*Newbert & Wallace, Thomaston, Me.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
*Story Marine Railway, So. Portland, Me.

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John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

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The Edson Corp., 141 Front St., New Bedford, Mass.
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*Hathaway Machinery Co., Inc., New Bedford, Mass.
Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

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*American Steel & Wire Division, United States Steel Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio
Bethlehem Steel Co., Bethlehem, Pa.
John A. Roebling's Sons Co., Trenton 2, N. J.
Wickwire Spencer Steel Division of the Colorado Fuel & Iron Corp., Palmer, Mass.

Gulf Study of Shrimp Freezing at Sea Initiated

A study on handling and freezing shrimp at sea has been initiated by the Technological Section of the Fish & Wildlife Service's Branch of Commercial Fisheries. The work will be carried out in the Gulf area using the facilities of the Branch's exploratory fishing vessel *Oregon*. The purpose of the study is to develop practical methods of handling and refrigeration of shrimp aboard vessel in order to provide fresh or frozen shrimp products of consistently good quality.

Among the items to be considered are: (1) icing shrimp aboard vessel—handling shrimp prior to icing and proper icing procedures (properly iced shrimp also will be used as a control sample for the second part of the study of freezing). (2) freezing shrimp aboard vessel—will include studies on handling shrimp prior to freezing; freezing methods, such as in brine, in still air, or in blocks; methods of thawing, and finally packaging. Phases of the work will consider the freezing rates at different temperatures, salt penetration in the brine-frozen shrimp, and keeping quality of the variously frozen and packaged products.

It is hoped that the study will provide improved procedures for handling and icing of shrimp using the facilities now available on shrimp vessels. Also, that it will indicate practical methods of freezing shrimp aboard vessel at sea that will provide consistently good quality frozen products.

John A. Dassow, chief of the Fishery Products Laboratory, Ketchikan, Alaska, has been delegated to carry out the studies. His headquarters are at Pascagoula, Miss.

Boat Safety Resulation Bill

Gulf fishing boat owners claim that the U. S. Senate bill which would provide for the safety of life and property by establishing certain rules and regulations for vessels engaged in commercial fishing, is unnecessary and will work a hardship from the standpoint of cost and equipment. Furthermore, they point out that because the equipment required would take up so much room aboard the average shrimp trawler, it would increase rather than decrease the hazards of shrimp fishing.

They are of the opinion that the bill was introduced to improve safety conditions aboard fishing craft operating along the North Atlantic Coast, where the weather and type of fishing are entirely different from those prevailing in Gulf of Mexico waters.

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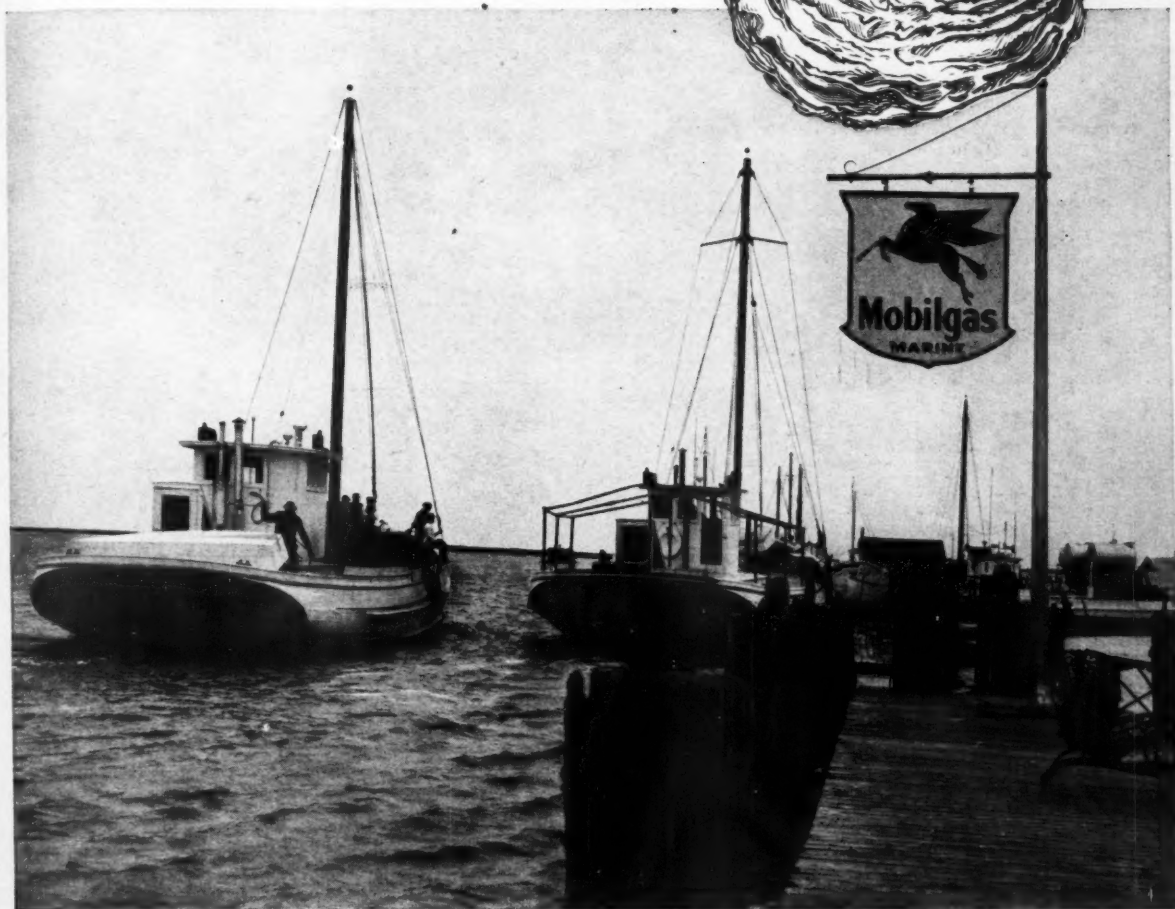
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